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**MITIGATED NEGATIVE DECLARATION/  
FINDING OF NO SIGNIFICANT IMPACT**

*For the*

**Rice Avenue/U.S. 101 Interchange Project**  
(07-VEN-101, KP 31.4/33.0)  
(E.A. 07279-003430)

*Prepared for*

***City of Oxnard***

*Prepared by*

***MFA*** *Myra L. Frank & Associates, Inc.*

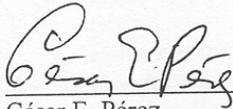
December 19, 2001

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**FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR  
RICE AVENUE PROJECT**

The proposed project is located in the City of, Ventura County. It consists of improvements at the Rice avenue/101 Interchange. The proposed project include reconstruction and widening of the existing Rice avenue overcrossing from two to six lanes, reconfiguration of the U.S. 101 on and off ramps and the realignment of Ventura Boulevard. The project limits extend from approximately Gonzalez Road on the South to Just North of Auto Center Dr.

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the enclosed Environmental Assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the enclosed Environmental Assessment.



César E. Pérez  
Senior Transportation Engineer

1/3/02

date



### MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

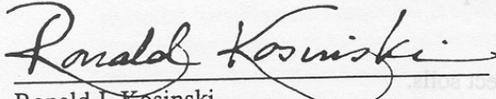
#### Description

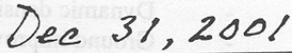
The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans) proposes to improve the Rice Avenue/U.S. 101 Interchange. Proposed improvements include reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on- and off-ramps, and the realignment of Ventura Boulevard. The project limits on Rice Avenue/Santa Clara Avenue extend from approximately Gonzales Road on the south to just north of Auto Center Drive. Improvements on U.S. 101 to accommodate the interchange reconstruction would extend from approximately Almond Drive on the east (KP 31.4) to just west of Paseo Mercado (KP 33.4).

#### Determination

The City of Oxnard and the California Department of Transportation (Caltrans) have prepared an Initial Study. On the basis of this study it is determined that the proposed action will not have a significant effect on the environment for the following reasons:

1. There will be no significant adverse effects on topography or erosion as a result of this project.
2. Energy or use of natural resources will not be significantly affected by this project.
3. Floodplains, wetlands, and water quality will not be significantly affected by this project.
4. There will be no significant adverse effects on unique or significant natural features, including, but not limited to, plant life, animal life, or animal habitat.
5. No significant impacts on agriculture, land use, and anticipated growth will originate from this project.
6. No significant impacts on economic stability, employment, traffic, or parking will result from this project.
7. Neighborhoods, schools, public or recreational facilities, public utilities, or heritage and scenic resources will not be significantly affected by this project.
8. There will be no adverse effects on archaeological, historical, or cultural resources, parkland, recreational, or scenic areas.
9. No significant noise impacts will occur as a result of the project.
10. Implementation of mitigation measures (listed on following pages) will reduce potential geologic/seismic, hazardous materials, construction air quality, biological (migratory birds), visual (tree removal), and displacement impacts to a less than significant level.

  
Ronald J. Kosinski  
Deputy District 7 Director  
California Department of Transportation

  
Date

## Mitigation Measures

### 1.1.2 Geologic/Seismic Hazards

- In order to ensure appropriate design measures are developed to mitigate geologic/seismic hazards, a complete geotechnical investigation shall be performed prior to final project design. The purpose of this investigation will be to identify all seismic hazards, characterize the presence and extent of expansive and/or collapsible soil, identify the presence, extent, and corrosion potential of the soils, and characterize the presence and extent of liquefiable soil in the project area.
- To mitigate the hazards posed by seismically induced strong ground shaking, all structures shall be designed to resist the maximum credible earthquake associated with nearby faults without endangering human life through collapse. Design of the interchange shall conform to current codes and specifications. The seismic design criteria shall be based on the most current Caltrans seismic design criteria.
- Depending on the presence or extent of expansive and/or collapsible soil, one or more of the following options shall be used to mitigate the soil-related hazards:
  - Removal of expansive/collapsible subgrade soils and replacement with engineered fill.
  - Support of structures on deep pile foundation systems.
  - Densification of collapsible subgrade soils with in-situ techniques.
  - Placing moisture barriers above and around expansive subgrade soils to help prevent variations in soil moisture content.
- Based on the presence of corrosive soils identified in the geotechnical investigation, and on the sampling and testing of soils required by Caltrans corrosion guidelines for pile-supported bridge foundations, one or more of the following options shall be used to mitigate the hazards associated with corrosive soils:
  - Removal of corrosive subgrade soils and replacement with non-corrosive engineered fill.
  - Installation of a cathodic protection system to protect buried metal pipelines.
  - Use of coated or nonmetallic (i.e., concrete or poly vinyl chloride) pipes not susceptible to corrosion.
  - Construction of foundations using sulfate-resistant concrete.
- Depending on the presence or extent of liquefiable soil, one or more of the following options shall be used to mitigate liquefaction hazards:
  - Construction using piles or deep foundations.
  - Dynamic densification.

- Ground improvement.
- Grouting or removal of suspect soils.

### 1.1.3 Hazardous Waste

- *Low Potential Sites:* Hazardous material sites with a low potential to result in adverse impacts (i.e., sites adjacent to the project site with active underground storage tanks, and/or sites where historic or current use may be associated with large quantities of hazardous materials) shall be re-evaluated if construction parameters vary from the currently proposed alignment. The reevaluation is necessary to determine whether the sites should be reclassified as having a moderate or high potential to affect the proposed project.
- *Moderate Potential Sites:* A review of available environmental records, a historical land use assessment, and a site-specific inspection shall be conducted for hazardous material sites with a moderate potential to result in adverse impacts (i.e., sites within or immediately adjacent to the project site where the number and/or status of underground storage tanks on site is not reported, and/or sites within the project site with active underground storage tanks). The record review shall identify data confirming remediation of on- and offsite contamination from former LUST sites, or agency certified closure of the site. Record review results or visual inspections that indicate contamination is present in the project area shall cause medium potential sites to be treated as high potential sites.

Sites with USTs, i.e. Joyce Motors, where the status and/or number of tanks are not reported, should undergo further record review to determine the status, condition, content, and number of tanks. At sites with inactive or improperly abandoned USTs, the tanks may be old and in poor condition and, therefore, should be thoroughly evaluated for condition and possible leaks. LUST sites where deep (greater than 1.5 meters (5 feet)) excavations are planned should consider drilling test holes and collecting samples as confirmation of remediation. Development of sites with non-leaking USTs shall include tank removal according to local regulations. Discovery of unknown contamination will require remedial plans.

- *High Potential Sites:* Current agency records of “high” potential sites (e.g., sites within or immediately adjacent to the project site with LUSTs that are reported as ‘no action taken’, or where site assessment efforts or remediation/cleanup efforts are reported to be in progress, and/or active agricultural sites that practice chemical pest and weed control located within the project boundaries) shall be reviewed to design an investigation program to assess and verify the extent of potential contamination of surface and underlying soil, and shallow groundwater. The review shall be performed by a qualified and approved environmental consultant. Results shall be reviewed and approved by the Ventura County Health Department or California Department of Toxic Substances Control. The investigation shall include collection of samples and quantification of contaminant levels within the proposed excavation and surface disturbance areas.

Subsurface investigation shall determine appropriate worker protection and hazardous material handling and disposal procedures. In addition, construction activities that require dewatering may require treatment of contaminated groundwater prior to discharge. Appropriate regulatory agencies, such as California Environmental Protection Agency (EPA), the Regional Water Quality Control Board, and Ventura County Environmental Health Department should be notified in advance of construction so that discharge permits identifying discharge points, quantities, and groundwater treatment (if necessary) can be identified.

Areas with contaminated soil determined to be hazardous waste shall be excavated by personnel who have been trained through the OSHA recommended 40-hour safety program (29CFR1910.120) with an approved plan for excavation, control of contaminant releases to the air, and off-site transport or on-site treatment. Health and safety plans prepared by a qualified and approved industrial hygienist shall be developed to protect the public and all workers in the construction area. Health and safety plans shall be reviewed and approved by the appropriate agencies, such as the Ventura County Environmental Health Department or the California Department of Toxic Substances Control.

- *Residual Pesticides:* Soil samples should be collected in construction areas in the project area south of U.S. 101 where the land has historically or is currently being farmed to verify and delineate the extent of pesticide contamination. Excavated materials containing elevated levels of pesticide will require special handling and disposal procedures. Standard dust suppression procedures should be used in construction areas to reduce airborne emissions of these contaminants and reduce the risk of exposure to workers and the public. Regulatory agencies for the State of California and County of Ventura should be contacted to plan handling, treatment, and/or disposal options.
- *Aerially Deposited Lead:* The presence of aerially deposited lead shall be confirmed before or during the design phase of the project in order to develop proper plans for reuse of the affected soil within the project limits or disposal of contaminated soil at a landfill that is permitted to accept hazardous waste. The aerial lead site investigation study and report shall conform to the requirements of Caltrans and the California Department of Toxic Substances Control. The aerial lead study shall require subsurface soil sampling and laboratory testing for lead, soluble lead, and soil pH within existing unpaved areas that will be disturbed or regraded for the project.
- *Asbestos, Lead, and Chromium Containing Material:* A survey of buildings, structures, and pavement areas to be removed or demolished shall be conducted to assess the presence and extent of asbestos, lead, and chromium containing materials. This study should be conducted prior to final design by a qualified and approved environmental specialist. The investigation shall include collecting samples for laboratory analysis and quantification of contaminant levels within the buildings and structures proposed for demolition, and in pavement disturbance areas. Based on these findings, appropriate measures for handling, removal, and disposal of these materials can be developed. Regulatory agencies for the State of California and County of Ventura should be

contacted to plan handling, treatment, and/or disposal options. Should it be determined that asbestos containing materials are present in structures affected by the proposed project, a permit may be required from the Ventura County Air Pollution Control District prior to any work on the structures.

- Additional surveys and testing to determine the extent of contamination on properties affected by the proposed project will be conducted during final design and engineering and prior to construction. Those parties responsible for contaminated soil or groundwater on sites to be acquired for right-of-way will be responsible for the cost of any remediation necessary to meet regulatory standards. Remediation will either be conducted by the responsible party prior to acquisition of the property by the City or alternatively the City may reach an agreement with the responsible party whereby the cost of remediation is deducted from the purchase price of the property, in which case the City would be responsible for remediation. In either case, hazardous materials remediation to meet regulatory standards would be conducted prior to construction.
- Asbestos-containing building materials in buildings to be acquired will be removed and disposed of prior to demolition as required by law.

#### 1.1.4 Construction Air Quality

- To minimize potential construction air quality impacts, the project shall conform to Caltrans construction requirements, as specified in the Caltrans Standard Specifications. Section 7-1.01F (Air Pollution Control) of the Specifications states: “The Contractor shall comply with all air pollution control rules, regulations, ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances and statutes, specified in Section 11017 of the Government Code.”
- To reduce potential fugitive dust emissions (PM<sub>10</sub>), all construction contractors shall comply with Ventura County Air Pollution Control District (VCAPCD) regulations, including Rule 51 (nuisance). The following actions are recommended by VCAPCD for controlling fugitive dust emissions from grading and excavation:
  - Water the area to be graded or excavated before beginning grading or excavating. Use reclaimed water if available. To the extent practicable, water should penetrate sufficiently to maximize the reduction of fugitive dust during grading.
  - Cover truck loads of dirt leaving the site as required by California Vehicle Code Section 23114.
  - Treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or soil compaction, as appropriate. Water as often as necessary.

- Apply soil stabilization methods, such as watering, roll compaction, and use of environmentally safe dust control materials, to portions of the site that are inactive for over 4 days.
- Post signs on the construction site limiting vehicle speeds to 15 miles per hour.
- Sweep adjacent streets at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets.
- Cease grading during high winds.
- To reduce reactive organic compounds and nitrogen oxide emissions, the following measures shall be implemented.
  - Minimize equipment idling time.
  - Maintain equipment engines in good condition and in proper tune, as per manufacturers' specifications.
  - Phase construction activities to the extent feasible to minimize the amount of equipment operating at any one time, particularly during the smog season between May and October.
  - Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electricity, if feasible.

*Biological Resources (Tree Removal)*

- Removal of existing trees shall be provided as outlined in Section 4 of the *City of Oxnard Parks and Recreation Department Landscape Standards* (1998). According to the City's landscape standards, before construction begins, the trees that would be displaced by the proposed project shall be identified. A certified arborist's report and evaluation of these trees would then be required. No trees may be removed without the authorization of either the Parks and Recreation Department or the City Council.

If written approval for the removal of the trees is granted, an economic evaluation of the trees' value would be made, based on the arborist's report. The City of Oxnard requires that trees subject to removal must be replaced. In accordance with City policy, the economic value of the displaced trees would be the basis for determining the number of additional trees and/or increased tree sizes for the project. The minimum box size for the replacement trees would be 24 inches and the replacement ratio would be 3:1 in accordance with City of Oxnard standards. All removed trees would be replaced with trees of the same species, or a comparable native species approved by the City and Caltrans. Drought resistant species shall be used whenever possible. It is expected that the tree sizes, species, and replacement ratios would be consistent with those used for the

Rose Avenue/U.S. 101 Interchange project, which were developed in accordance with City of Oxnard, Caltrans, and CEQA standards. Any additional landscaping that would be removed by the proposed project must also be approved by the Parks and Recreation Department, and suitable replacement landscaping (also subject to approval by the Parks and Recreation Department) would be provided. The arborist's report will also identify and discuss existing trees to be retained. The discussion shall include mitigation for any proposed grade changes, required root pruning, required crown reduction, etc., that may be necessary to accommodate construction activities. The City will also investigate relocating existing trees where economically feasible.

Application of the City of Oxnard landscape replacement requirements would also serve to mitigate potential biological impacts resulting from the removal of a native tree species, as long as the required 24-inch box tree replacement was of the same species as the removed tree.

#### 1.1.5 Biological Resources (Migratory Birds)

- If feasible, tree removal activities shall be scheduled outside of the breeding bird season, which occurs generally from March 1 through August 31 (but as early as February 1 for raptors).
- Beginning 30 days prior to disturbance of suitable nesting habitat during the breeding season, a qualified ornithologist shall conduct weekly surveys in the affected habitat, with the last survey conducted not more than 2 days prior to the initiation of tree removal/habitat.
- If breeding birds are encountered, a minimum 500-foot buffer for raptors and 300-foot buffer for all other native species shall be established as off-limits for construction until the young have fledged and there is no evidence of a second nesting attempt. Limits of construction in the field to maintain the proper buffer distances are best accomplished, when feasible, with construction fencing; otherwise, flagging and stakes can be used.
- Construction personnel shall be instructed on the sensitivity of the area.
- Documentation of compliance with the applicable state and federal laws pertaining to the protection of native birds shall be completed and submitted to the California Department of Fish and Game upon project completion.
- If construction in zones of one or more active bird nests cannot be avoided, the City shall consult as appropriate with the California Department of Fish and Game and U.S. Fish and Wildlife Service to discuss the potential loss of nests covered by the Migratory Bird Treaty Act of 1918 (MBTA) and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, and to obtain appropriate approvals authorizing activities that may otherwise result in MBTA or Fish and Game code violations.

### 1.1.6 Residential and Business Displacement

To mitigate impacts to displaced residents and businesses, properties shall be acquired and relocation assistance provided in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended* (42 USC Secs. 4601-4655) (Uniform Act) and the *California Relocation Act* (Cal. Gov't. Code Section 7260 *et. seq.*).

#### *Visual (Tree Removal)*

See the mitigation measures listed under Biological Resources (Tree Removal) above.

**RICE AVENUE/U.S. 101 INTERCHANGE PROJECT**  
at Rice Avenue and U.S. 101  
in the City of Oxnard, Ventura County

07-VEN-101, KP 31.4/33.0

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans) proposes to improve the Rice Avenue/U.S. 101 Interchange. Proposed improvements include reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on- and off-ramps, and the realignment of Ventura Boulevard. The project limits on Rice Avenue/Santa Clara Avenue extend from approximately Gonzales Road on the south to just north of Auto Center Drive. Improvements on U.S. 101 to accommodate the interchange reconstruction would extend from approximately Almond Drive on the east (KP 31.4) to just west of Paseo Mercado (KP 33.4).

**INITIAL STUDY/  
ENVIRONMENTAL ASSESSMENT**

City of Oxnard

and

State of California  
Department of Transportation

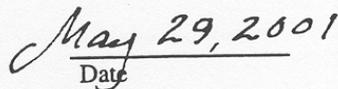
and

United States Department of Transportation  
Federal Highway Administration

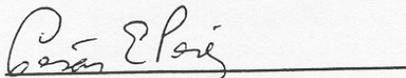
Pursuant to: 42 U.S.C. 4332(2)(C)



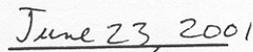
**Ron Kosinski**  
Deputy District 7 Director  
California Department of Transportation



Date



**Michael G. Ritchie**  
Division Administrator  
Federal Highway Administration



Date

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Appendix D – Public Notices

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**Technical Reports** (printed under separate cover)

Air Quality Report

Draft Relocation Impact Report

Floodplain Encroachment Evaluation Study

Historic Property Survey Report  
Location Hydraulic Study  
Natural Environment Study  
Preliminary Geologic and Seismic Assessment  
Preliminary Site Assessment  
Socioeconomics and Land Use Report  
Traffic Noise Study  
Traffic Study  
Visual Assessment Report  
Water Quality Report

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## **2 INTRODUCTION**

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans) is proposing to improve the Rice Avenue/U.S. 101 Interchange. The interchange is located in northeast Oxnard approximately 1.6 kilometers (1 mile) east of the Rose Avenue Interchange and approximately 1.6 kilometers (1 mile) west of the Del Norte Boulevard Interchange (see Figure 1 and Figure 2). Proposed improvements, which are described in additional detail in Section 2.2 below, include reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on- and off-ramps, and the realignment of Ventura Boulevard.

The interchange has regional importance. Rice Avenue was selected as the access route to the Port of Hueneme as part of the Southern California Association of Governments (SCAG) Port Access Study. When Rice Avenue is extended south to Hueneme Road, it will improve access to the port and to Point Mugu (a proposed joint use airport for military and civilian use). The *1999 Ventura County Congestion Management Program/Capital Improvement Program (CMP/CIP)*, prepared by the Ventura County Transportation Commission (VCTC) and adopted on December 3, 1999, includes the proposed Rice Avenue/U.S. 101 Interchange reconstruction project. The proposed project is included in the CMP/CIP discussion of recommended improvements identified by the City, county, and Caltrans needed to avoid further traffic congestion. The project is also included in the description of the adopted CMP roadway network, which includes Rice Avenue. The projects listed in the CIP are those that can be funded in the next 7 years to help reduce the level of congestion on the CMP system and improve air quality. Any project included in the Regional Transportation Improvement Program (RTIP), such as the proposed project, must be included in the CMP's Capital Improvement Program. The RTIP is the document used to program specific dollar amounts on transportation projects in each county. Before a state highway project can be built with federal dollars, it has to be included in the RTIP; all projects included in the RTIP (and in the State Transportation Improvement Program) are reviewed for conformity with air quality plans.<sup>1</sup> The proposed project is also consistent with the Southern California Association of Governments 2001 Regional Transportation Plan (RTP), which was adopted by SCAG in April 2001 and approved by the Federal Highway Administration (FHWA) in August 2001.

The purpose of this Initial Study/Environmental Assessment (IS/EA) is to evaluate the potential environmental impacts associated with implementation of the proposed Rice Avenue/U.S. 101 Interchange project. This document has been prepared to fulfill the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and to comply with the environmental regulations of the City

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<sup>1</sup> The proposed Rice Avenue/U.S. 101 Interchange Project is in the federally approved (October 6, 2000) 2000/01 – 2005/06 Regional Transportation Improvement Program (Ventura County – Project ID# 343), which has been found to be in conformance with the requirements of the federal Clean Air Act.

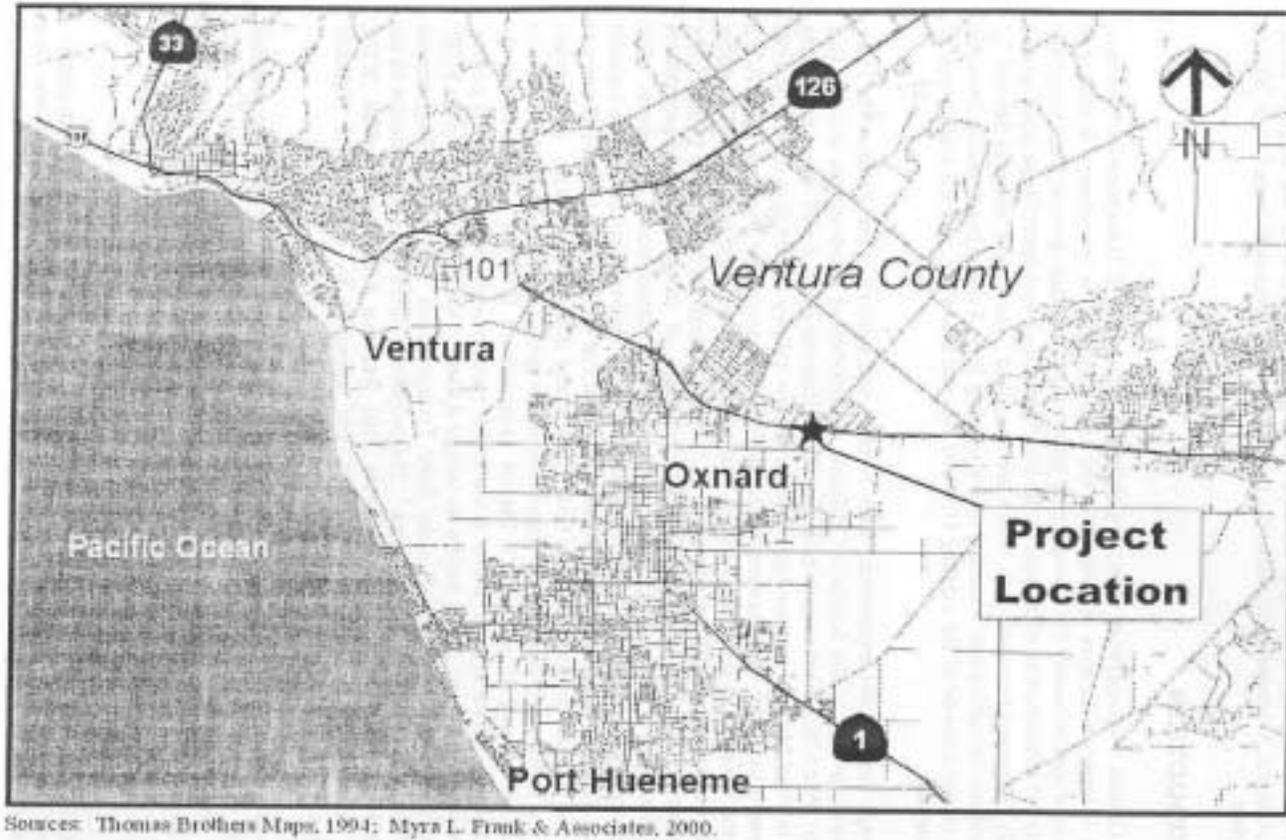


Figure 1: Regional Map

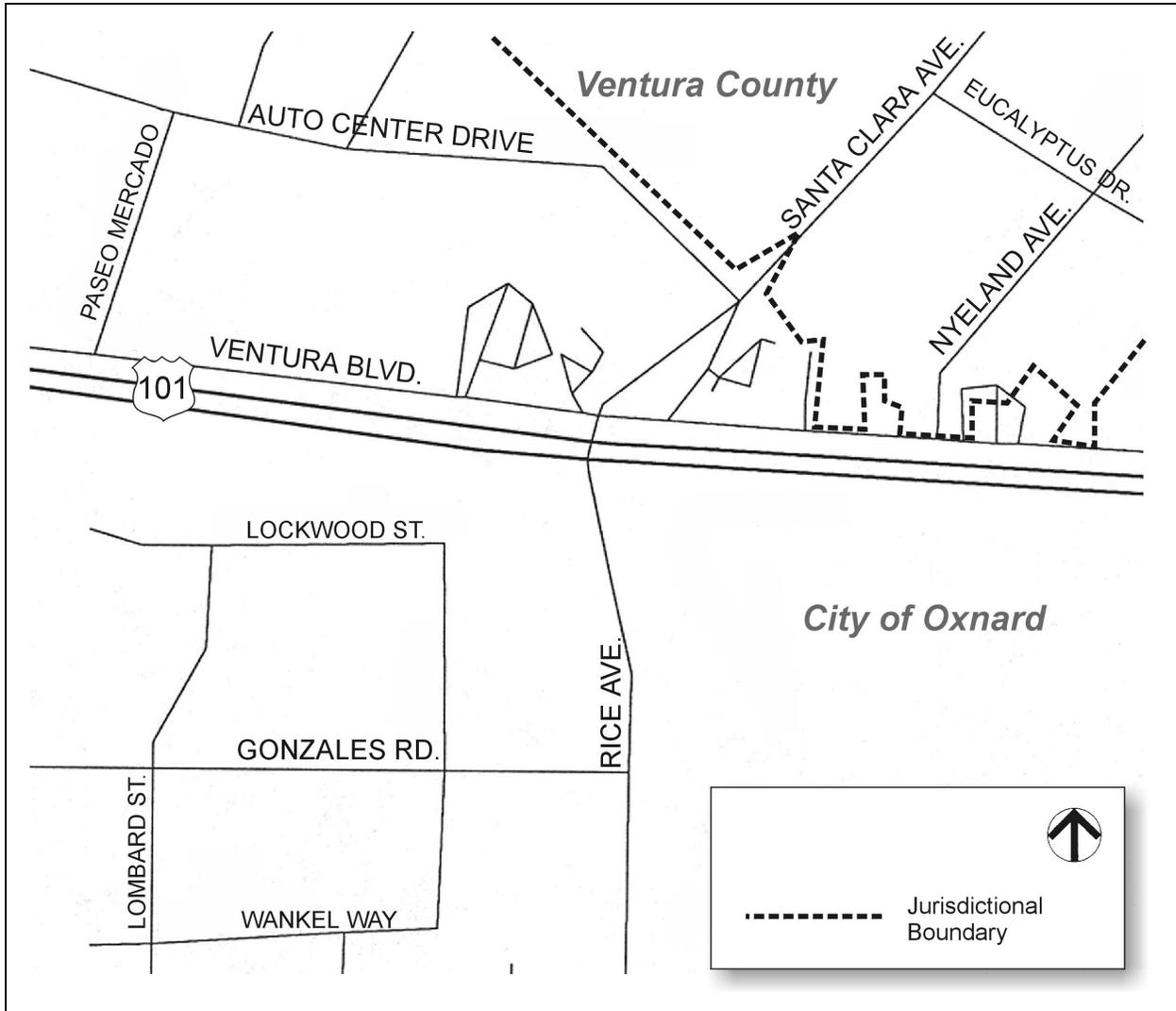


Figure 2: Project Location

of Oxnard and Caltrans. In addition to the proposed project (i.e., the “Preferred Alternative”), a “No Build” Alternative is discussed in this document. Those alternatives that were identified but eliminated from further consideration in previous planning studies are described in Section 3.2.

## 2.1 The Transportation Facility

U.S. 101, which is oriented in an east-west direction through the project area, is a major north-south route connecting the southern, central, and northern regions of California. Upgraded to a full four-lane freeway in 1956, U.S. 101 was widened to six lanes in the early 1980s. Other highways within the western Ventura County region that intersect U.S. 101 include State Route 33 (SR 33), State Route 126 (SR 126), and State Route 1 (SR 1), also known as Pacific Coast Highway (see Figure 1 for a regional map). Used for interstate, intrastate, and interregional travel and shipping, U.S. 101 currently experiences heavy congestion during peak hours along many portions of the freeway.

Rice Avenue/Santa Clara Avenue is a north-south arterial that extends from Pacific Coast Highway (SR 1) in the City of Oxnard on the south to SR 118 in Ventura County on the north. North of U.S. 101, Santa Clara Avenue is two lanes wide with additional turn lanes provided at the Auto Center Drive intersection. Santa Clara/Rice Avenue crosses over both Ventura Boulevard (a frontage road on the north side of U.S. 101) and the U.S. 101 freeway. Santa Clara Avenue becomes Rice Avenue at the centerline of U.S. 101. The overcrossing is two lanes wide (one lane in each direction). Immediately south of the overcrossing, Rice Avenue widens from two lanes to five lanes (three southbound lanes and two northbound lanes).

The existing interchange includes northbound U.S. 101 on- and off-ramps located in the northeast quadrant of the intersection. The on-ramp is located immediately east of the Rice Avenue overcrossing. The northbound U.S. 101 ramps are hook ramps with very tight radii that do not meet Caltrans standards. The southbound U.S. 101 off- and on-ramps are in a diamond configuration and are located in the southwest and southeast quadrants of the interchange, respectively.

### 3 PURPOSE AND NEED FOR TRANSPORTATION IMPROVEMENTS

#### 3.1 Purpose of the Proposed Project

The Oxnard Plain, which encompasses the project area, has been a focal point for urban growth in Ventura County due to the constraints posed by steeply sloping hills that occupy much of the rest of the county. Recent developments include a new business park containing light industrial and commercial office and restaurant uses in the southwest quadrant of the interchange and the Marketplace, a regional commercial retail center located just west of the project limits. As a consequence, traffic volumes have increased dramatically since the original freeway was constructed in the 1950s. Further significant increases are anticipated over the next 20 years as a result of planned development in the area and regional growth. The existing overcrossing and ramps, which do not meet current design standards, are incapable of handling present and projected traffic volumes at a satisfactory level of service. Consequently, the objectives of the proposed project are to:

- Provide increased traffic capacity and improved traffic operations at the Rice Avenue/U.S. 101 Interchange;
- Support future traffic demand and planned development and growth in the City of Oxnard and the Rice Avenue/U.S. 101 project study area;
- Bring the interchange geometrics into compliance with Caltrans' standards;
- Enhance safety characteristics by reducing congestion on the roadway; and
- Reduce response times for emergency service vehicles, in order to improve the efficiency of public safety and health service delivery.

#### 3.2 Need for the Proposed Project

The existing interchange is deficient in a number of ways. The interchange, which has been in service for over 40 years with only minor improvements, does not meet current Caltrans standards. The interchange also does not have the capacity to carry projected peak hour traffic volumes at acceptable levels of service (see Section 2.1.1 below). Specifically, congestion occurs during peak hour periods on the northerly side of the freeway at the ramp termini. The northbound U.S. 101 ramps have nonstandard hook curves with a 7.6-meter (25-foot) radius, requiring trucks to travel only 10 to 15 km/h (6 to 9 mph) around the curves. Although the northbound on-ramp acceleration lane is 305 meters (1,000 feet) long, it is difficult for trucks to accelerate and merge because they enter the ramp at such a slow speed due to the tight curve at the beginning of the ramp. Other characteristics that contribute to poor operating characteristics at the interchange include traffic lanes less than 3.7 meters (12 feet) in width and steep grades combined with lane drops on the approaches to the overcrossing. Thus, improvements to the Rice Avenue/U.S. 101 Interchange are necessary due to significant safety and congestion

problems, both present and projected. Traffic demand and safety issues are discussed in additional detail below.

### *3.2.1 Traffic Demand and Operational Deficiencies*

#### Level of Service Definition

Roadway capacity is generally measured as the number of vehicles that can reasonably pass over a given section of roadway in a given period of time. The Highway Capacity Manual, prepared by the National Transportation Research Board, identified travel speed, freedom to maneuver, and proximity to other vehicles as important factors in determining the level of service (LOS) on a roadway. Daily traffic volumes are used to estimate the extent to which peak hour traffic volumes equal or exceed the maximum desirable capacity of a roadway.

Traffic flow is classified by LOS, ranging from LOS A to LOS F. LOS A is defined as free flow traffic with no delays and LOS F is defined as forced flow with substantial delays as defined in Table 1. Generally, when the roadway LOS is LOS E or higher, the theoretical capacity of the roadway is considered to be exceeded.

The LOS for a roadway segment is calculated by dividing the total traffic volume on that segment by the theoretical capacity of the roadway. This volume to capacity (V/C) ratio provides an expression of traffic flow and congestion on a roadway segment.

#### Existing Traffic Demand

A traffic study prepared by Kaku Associates (June 2000) evaluated existing and projected traffic conditions at key intersections in the vicinity of the interchange. According to the traffic study, there are 1,100 vehicles traveling northbound and 855 vehicles traveling southbound on Rice Avenue at the approaches to the southbound U.S. 101 ramps in the AM peak hour under existing (1997) conditions. In the PM peak hour, there are 1,810 vehicles traveling northbound and 1,300 vehicles traveling southbound. The southbound U.S. 101 offramp traffic volumes are 655 vehicles in the AM peak hour and 510 vehicles in the PM peak hour under existing (1997) conditions. The AM and PM peak hour traffic volumes on the southbound U.S. 101 onramp are 600 and 915 vehicles, respectively. The northbound U.S. 101 offramp traffic volumes are 655 vehicles in the AM peak hour and 920 vehicles in the PM peak hour under existing (1997) conditions. There are 405 and 785 vehicles traveling on the northbound U.S. 101 onramp in the AM and PM peak hours respectively.

Four study intersections were analyzed under the Existing and No Build Conditions: 1) Rice Avenue and Gonzales Road; 2) Rice Avenue and the Southbound U.S. 101 ramps; 3) Santa Clara Avenue and Auto Center Drive; and 4) Northbound U.S. 101 ramps, Ventura Boulevard, and Auto Center Drive. The results of a traffic study indicated that under 1997 Existing Conditions only one of the four study intersections (i.e., the intersection of Ventura Boulevard, the northbound U.S. 101 ramps, and Auto Center Drive) operated at an unacceptable level of service (i.e., LOS D or worse, as per City of Oxnard standards). The minor approach of the intersection (i.e., westbound Ventura Boulevard) operated at LOS C and F during the AM and PM peak

hours, respectively. The worst major approach of this intersection operated at LOS A and B during the AM and PM peak hours, respectively.

<b>Table 1: Level of Service Definitions for Signalized Intersections</b>		
Level of Service	Description	Volume/Capacity Ratio
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully utilized.	0.00-0.60
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.61-0.70
C	GOOD. Occasionally drivers may have to wait more than one red light; backups may develop behind turning vehicles.	0.71-0.80
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.81-0.90
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.91-1.00
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	Over 1.00

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980..

### Forecasted Year 2024 Traffic Demand

According to projections in the traffic study, there would be 3,825 vehicles traveling northbound and 1,970 vehicles traveling southbound on Rice Avenue at the approaches to the southbound U.S. 101 ramps in the AM peak hour under Year 2024 No Build conditions. In the PM peak hour, there would be 3,085 vehicles traveling northbound and 2,385 vehicles traveling southbound.

There would be 1,600 vehicles traveling on the southbound U.S. 101 offramp in the AM peak hour and 1,535 vehicles in the PM peak hour in the year 2024. The AM and PM peak hour traffic volumes on the southbound U.S. 101 onramp in the year 2024 would be 1,560 and 2,020 vehicles, respectively. The northbound U.S. 101 offramp traffic volumes would be 1,265 vehicles in the AM peak hour and 1,795 vehicles in the PM peak hour under Year 2024 No Build

conditions. There would be 835 and 1,930 vehicles traveling on the northbound U.S. 101 onramp in the AM and PM peak hours, respectively in the year 2024.

Under year 2024 No Build conditions, all four of the study intersections would operate at an unacceptable level of service (LOS D or worse) during the AM and PM peak hour periods (note: the major approach to the stop controlled intersection of the northbound U.S. 101 ramps and Ventura Boulevard would operate at an acceptable LOS of C during the AM peak period).

### *3.2.2 Safety Concerns and Accident Rates*

Safety is a concern because the interchange does not meet Caltrans standards and because of the high volume of existing and projected truck traffic. According to accident data for the U.S. 101 Interchange, for the 3-year period from July 1, 1997 to June 30, 2000, there was a total of 54 accidents on the U.S. 101 mainline, 8 accidents on the northbound off-ramp, 6 accidents on the northbound on-ramp, 15 accidents on the southbound off-ramp, and 8 accidents on the southbound on-ramp. The accident rates for the existing interchange are generally greater than the average accident rates for similar facilities, with the exception of the northbound on-ramp and northbound off-ramp. The majority of the accidents are multi-vehicle with a high percentage of accidents occurring during daylight with dry roadway conditions. This tends to indicate that the majority of the accidents can be attributed to the slowing and congestion caused by the nonstandard ramp designs. The ramp acceleration and deceleration lengths and curvature at the merging and diverging ends do not meet current design standards. The proposed improvements, which would reconstruct these ramp features to current design standards, are expected to result in a decrease in accident rates.

### 3.3 Summary of the Transportation Problem

Existing high traffic volumes and the configuration of the existing interchange and overcrossing contribute to deficient operating conditions, congestion, and vehicle delay.

The northbound U.S. 101 on- and off-ramps, which present safety concerns, were designed with tight radii, providing little room for vehicles, particularly truck traffic, to maneuver and decelerate. In addition, the horizontal curve of the overcrossing restricts the sight distance for motorists. The on- and off-ramps are no longer able to accommodate increases in travel speeds and peak hour traffic volumes, resulting in substantial queuing at these ramps, particularly during peak hours.

## 4 DESCRIPTION OF THE PROPOSED PROJECT

### 4.1 Alternatives Under Consideration

There are two alternatives under consideration for the Rice Avenue/U.S. 101 Interchange project. The Preferred Alternative is evaluated in detail in Section 5 of this document and in the technical studies prepared in support of this IS/EA. Alternative 1 is the “No Build” Alternative. The “No Build” Alternative is used to compare the relative impacts and benefits of the proposed project improvements. Under this alternative, no improvements, modifications, or changes would be made to the Rice Avenue/U.S. 101 Interchange. As a result, the “No Build” Alternative would not result in any environmental impacts. However, existing and projected traffic congestion would continue unabated, and safety would not be improved.

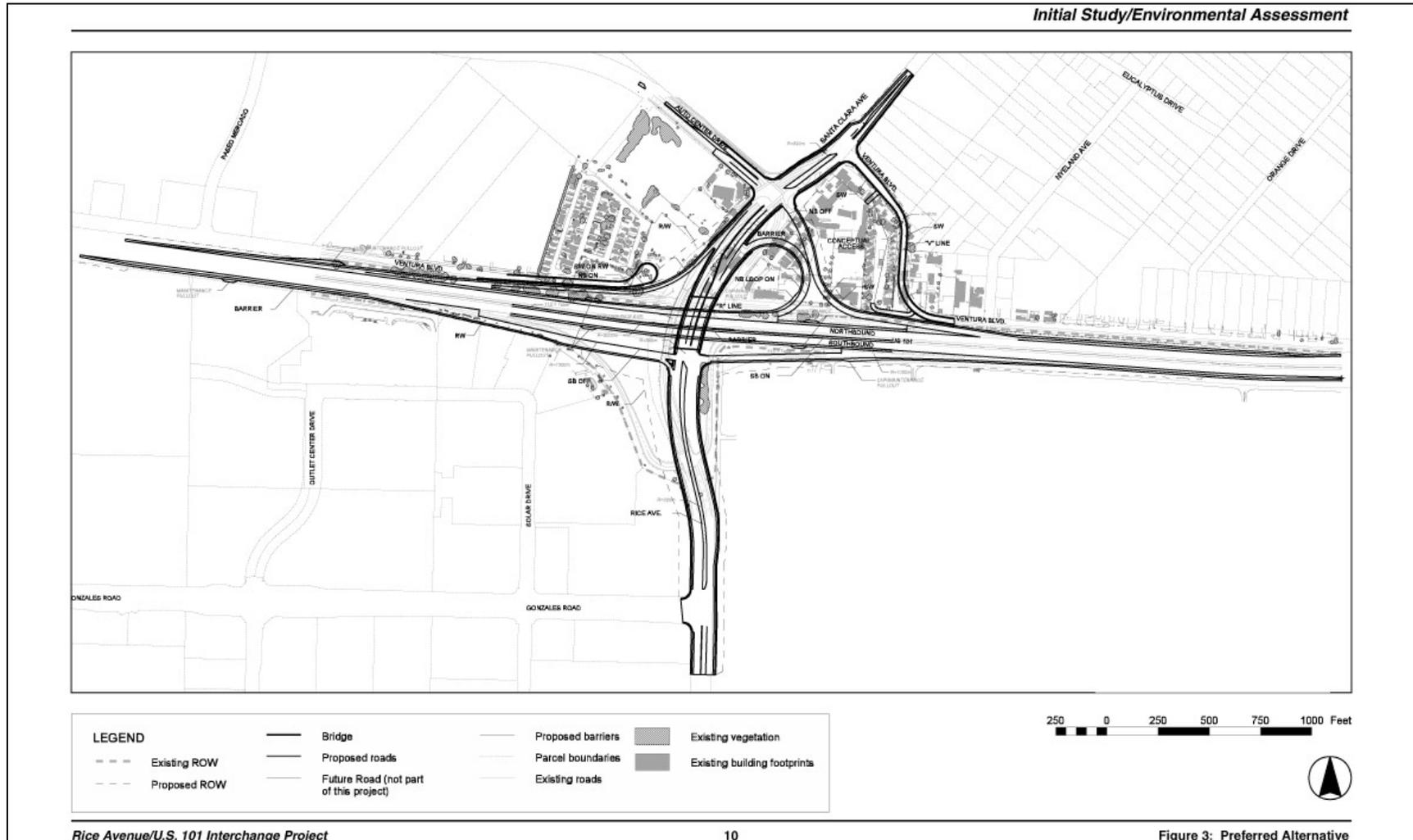
Alternative 2, the “Preferred Alternative,” is illustrated in Figure 3. Under the Preferred Alternative, improvements would include new northbound and southbound U.S. 101 on- and off-ramps, reconstruction and widening of the Rice Avenue overcrossing from two to six lanes, and realignment of Ventura Boulevard to extend northward to intersect Santa Clara Avenue just north of Auto Center Drive. Each of these project components is described in additional detail below.

*Ramp Reconfiguration:* Under the Preferred Alternative, the southbound U.S. 101 on-ramp and off-ramp would remain in a diamond configuration. However, the two southbound U.S. 101 ramps would be re-aligned to intersect Rice Avenue approximately 150 meters (500 feet) further north in order to facilitate the weaving that occurs between the ramps and the Rice Avenue/Gonzales Road intersection. The northbound U.S. 101 off-ramp would be re-aligned to form one leg of a four-legged intersection with Auto Center Drive and Santa Clara Avenue. The existing northbound U.S. 101 on-ramp would be replaced with two ramps: a new loop on-ramp from northbound Rice/Santa Clara Avenue and a new northbound U.S. 101 on-ramp from southbound Santa Clara Avenue.

*Ventura Boulevard Realignment:* Ventura Boulevard is a two-lane frontage road that runs parallel and just north of U.S. 101. At a stop sign just east of the overcrossing, existing westbound traffic on Ventura Boulevard is directed north to Santa Clara Avenue. West of the Rice/Santa Clara Avenue overcrossing, the existing eastbound Ventura Boulevard traffic lane crosses under the overcrossing and connects to the northbound U.S. 101 hook ramp. Under the Preferred Alternative, Ventura Boulevard would end in a cul-de-sac west of the Rice Avenue overcrossing. East of the overcrossing, Ventura Boulevard would be realigned to curve to the north to intersect Santa Clara Avenue at a point approximately 130 meters (430 feet) north of the Santa Clara Avenue/Auto Center Drive intersection.

*Overcrossing Widening and Reconstruction:* The Rice/Santa Clara Avenue overcrossing would be widened from two lanes to six lanes (three through lanes in each direction). The limits of the Rice/Santa Clara Avenue widening would extend from just south of Gonzales Road to just north of the proposed Santa Clara Avenue/Ventura Boulevard intersection. A fourth southbound lane would be provided on Rice Avenue from the southbound U.S. 101 off-ramp to Gonzales Road.

Figure 3: Preferred Alternative



Additional turn lanes would also be provided at intersections along Rice/Santa Clara Avenue within the project limits. The centerline of the reconstructed and widened overcrossing would be located approximately 30 meters (100 feet) east of the existing overcrossing centerline. In order to accommodate the reconstructed overcrossing's support columns, the southbound U.S. 101 freeway lanes would have to be shifted slightly to the south from approximately 250 meters (820 feet) west of the reconstructed overcrossing to approximately 280 meters (920 feet) to the east. Construction of the proposed interchange improvements would require substantial right-of-way acquisition resulting in the displacement of single-family residences, mobile homes, and commercial businesses in the project area.

The proposed project is included in the 2000/01 – 2005/06 Regional Transportation Improvement Program (RTIP), which was federally approved and found to be in conformance with the federal Clean Air Act on October 6, 2000. The proposed Rice Avenue/U.S. 101 Interchange Project is also in the adopted 1998/99 – 2004/05 Federal Transportation Improvement Program (FTIP) and the Capital Improvement Program of the *Ventura County Congestion Management Program*.

Construction is scheduled to commence in 2003 and continue for a period of approximately 2 ½ years.

Funding for the proposed project would be provided from local and federal (TEA21 demonstration funds) sources. The estimated cost to construct the proposed project is \$24 million.

#### 4.2 Alternatives Withdrawn from Consideration

The improvement of the Rice Avenue/U.S. 101 Interchange has been a priority for the City of Oxnard for many years and a number of different designs have been proposed and analyzed over the life of the project.

Caltrans approved a Project Study Report (PSR) for improvements to the Rice Avenue/U.S. 101 Interchange on March 20, 1985, and issued a Supplemental PSR for the interchange on May 10, 1988. The supplemental PSR included a recommended geometric layout for the reconstruction of the interchange. In 1994, a Draft Environmental Impact Report was produced, but did not receive approval from the City of Oxnard.

A new Project Report was produced in 1997, which considered two alternatives. The first alternative considered in the 1997 Project Report, the PSR Alternative, was originally identified in the 1988 PSR and consisted of loop on-ramps in the northeast and southwest quadrants, a northbound U.S. 101 off-ramp to Auto Center Drive, and the realignment of Ventura Boulevard to intersect Santa Clara Avenue north of Auto Center Drive. Alternative 2, which was identified as the Preferred Alternative in the PSR, also consisted of loop on-ramps in the northeast and southwest quadrants. However, under this alternative, Ventura Boulevard would be realigned to intersect Auto Center Drive. A new on-ramp to northbound U.S. 101 was also proposed in the northwest quadrant. Both alternatives proposed reconstructing the Rice Avenue/Santa Clara Avenue overcrossing approximately 80 meters (260 feet) east of its existing location.

Subsequent to the 1997 PSR, value engineering was conducted in 1998 to investigate potential cost-saving and impact-reducing options. The results of that effort were presented in a Value Engineering Study, Phase 3 (July 6, 1998), which recommended a geometric layout for the interchange that would relocate the Rice Avenue/Santa Clara overcrossing further to the west than the previous alternatives or just east of the existing overcrossing. Under this alternative, the southbound U.S. 101 off- and on-ramps would be reconstructed in a diamond configuration, a northbound U.S. 101 loop on-ramp from Santa Clara Avenue would be provided in the northeast quadrant of the interchange, the northbound U.S. 101 off-ramp would be realigned to intersect Auto Center Drive, and a new northbound U.S. 101 on-ramp would be constructed in the northwest quadrant. The advantages of this alternative included fewer right-of-way impacts and avoidance of some utilities in the southeast quadrant resulting in lower overall costs. This alternative became the basis for the Preferred Alternative described and evaluated in this IS/EA.

#### 4.3 Related Transportation Projects

**Santa Clara Avenue and Central Avenue Widening Project:** The County of Ventura is proposing to reconstruct and widen Santa Clara Avenue from between the City of Oxnard and SR 118 to provide four traffic lanes (two additional lanes), an unpaved median, and paved shoulders. Widening of Santa Clara Avenue would occur primarily to the west of the existing roadbed. Central Avenue would be reconstructed from near the U.S. 101 interchange to approximately 432 meters (1,420 feet) west of Santa Clara Avenue to provide four traffic lanes (two additional lanes) and paved shoulders. It is expected that the project would be constructed in multiple phases from about the year 2001 to 2010. An interim project consisting of rehabilitation/reconstruction of the existing two lanes on both roadways and providing turn lanes, intersection improvements, and paved shoulders or bike lanes would be implemented initially. This project would be constructed independently of the proposed Rice Avenue/U.S. 101 Interchange project.

Other related transportation projects that are located outside the immediate project area are listed below.

**Reconstruction of the SR-1/Pleasant Valley Road Interchange and southerly extension of Rice Avenue to Hueneme Road:** This project, which is currently under construction, is expected to be completed by August of 2003.

**Reconstruction and widening of the SR 118/SR 34/Donlon Road Intersection:** This project is currently under environmental review.

**Widening of Lewis Road between Hueneme Road Bridge and Ventura Boulevard:** This project, which is currently under environmental review, is expected to be completed in February of 2005.

## 5 AFFECTED ENVIRONMENT

This chapter describes and discusses the environmental components of the study areas that would affect or be affected by implementation of the proposed project.

### 5.1 Regional Setting

The Rice Avenue/U.S. 101 Interchange is located in the northeast section of the City of Oxnard in Ventura County in southern California. The City of Oxnard is located in the southern portion of Ventura County. Land uses in this part of the county currently include residential, commercial, industrial, and agricultural uses. Ranching and farming have been present in Ventura County since the founding of Mission San Buenaventura in 1782. Much of the land on the flat plain surrounding Oxnard has continually been used for agriculture until recent decades. The Oxnard Plain has also been a focal point recently for urban growth in Ventura County because of the physical constraints posed by steeply sloping hills occupying much of the rest of the county.

### 5.2 Natural Environment

#### 5.2.1 *Geology/Soils and Topography*

The project study area is located near the center of the Oxnard Plain. This deposition basin is a broad, east/west-trending syncline that forms part of the Transverse Ranges geomorphic province. The project area is essentially flat, sloping slightly to the south at a gradient of approximately 2.8 meters per kilometer (15 feet per mile). The Camarillo Hills, a low, east-west trending range, lie to the northeast.

The Ventura Basin is filled with several hundred meters (approximately 1,000 feet) of Miocene-age and younger marine sediments (less than 25 million years old). Overlying this thick section of marine deposits is a layer about 600 meters (2,000 feet) thick of apparent deltaic sediments (Saugus or San Pedro Formation) derived from the rising mountains to the east. Deposition then changed to an alluvial floodplain type during the Quaternary period (less than 2 million years old) as the sea retreated westward. The topmost layer of soils are classified by the United States Conservation Service (USCS) as Pico sandy loam and Metz sandy loam.

#### 5.2.2 *Seismicity*

The project is located within the seismically active southern California region and will likely be subject to strong ground shaking associated with earthquakes on faults of both the San Andreas and Transverse Ranges fault systems. Active faults of the San Andreas system are predominantly strike-slip faults accommodating translational movement. The Transverse Ranges fault system consists primarily of blind reverse and thrust faults accommodating tectonic compressional stresses in the region. Blind faults have no surface expression and have been located using subsurface

geologic and geophysical methods. This combination of translational and compressive stresses gives rise to diffuse seismicity across the region.

Active reverse or thrust faults in the Transverse Ranges include blind thrust faults responsible for the 1994 Northridge Earthquake, and the frontal faults responsible for uplift of the Santa Monica, Santa Susana, and Santa Ynez Mountains. The frontal faults include the Malibu Coast, Santa Monica-Hollywood, Santa Susana, and Santa Ynez faults. Active right lateral strike slip faults in the Ventura-Oxnard area include the San Andreas and San Gabriel fault systems. Active and potentially active faults within 50 miles of the proposed site likely to produce damaging earthquakes are presented in Table 2. An active fault is defined as a fault that has had surface displacement within Holocene time (approximately the last 11,000 years). A potentially active fault has shown evidence of surface displacement during Quaternary time (approximately the last 1.6 million years).

**Table 2: Significant Active and Potentially Active Faults**

Fault Name	Distance to Site (mi.)	Max. Credible Magnitude <sup>a</sup>	Estimated Site Intensity (MMI)	Max. Probable Magnitude <sup>b</sup>	Estimated Site Intensity (MMI)
Simi/Santa Rosa/Springville	1.6	7.0	X	5.25	IX
Oak Ridge (Offshore)	2.4	7.2	X	5.5	IX
Oak Ridge (Onshore)	4	7.2	X	6.5	X
Ventura/Pitas Point	5.5	7.2	X	5.75	IX
Mid-Channel	12	7.5	IX	5.5	VII
Red Mountain	12	7.3	IX	5.25	VII
San Cayetano	13	7.5	IX	6.25	VIII
Malibu Coast	19	7.5	IX	6.5	VIII
San Andreas (Mojave)	42	8.3	VIII	8.0	VIII

Notes: a) Maximum Credible Magnitude – the maximum earthquake that appears capable of occurring under the presently known tectonic framework.

b) Maximum Probable Magnitude – the maximum earthquake that is likely to occur during a 100-year interval.

MMI – Modified Mercalli Intensity Scale. The site intensity of an earthquake is a subjective measure of the force of an earthquake at a particular place as determined by its effects on persons, structures, and earth materials. Site intensity is measured using the Modified Mercalli Scale and ranges from I (not generally felt by people) to XII (damage total or nearly total). Under this scale, earthquakes with a site intensity of X would result in major damage, including partial to complete collapse of weak masonry and frame buildings and moderate damage of stronger structures. Earthquakes with a site intensity of IX would result in moderate to major damage. Moderate damage is defined as including toppled chimneys, cracked stucco, and frames shifted on foundations. Damage is more severe to weak walls and masonry. Earthquakes with a site intensity of VIII would result in moderate damage. Earthquakes with a site intensity of VII would result in minor to moderate damage. Minor damage includes cracks in chimneys and walls. Furniture is moved and items are knocked off shelves.

Source: Geotechnical Consultants, Inc., 2000.

### 5.2.3 *Biological Resources*

A search of the California Department of Fish and Game Natural Diversity Database (CNDDB) and consultation with the United States Fish and Wildlife Service (see Appendix C) revealed no sensitive state or federal plant or animal species living within a 2-mile radius of the project site.

The terrain in the project site is largely flat, with little natural vegetation. Most of the existing vegetation is located around commercial developments as part of the landscaping scheme, or is scattered throughout the residential neighborhood in the northeast quadrant of the project site, also largely as part of the landscaping. The most notable vegetative features are the rows of large, mature Blue Gum Eucalyptus trees that form a windbreak along the northern and western edges of the agricultural field in the southeast quadrant of the project site. Groupings of mature Eucalyptus trees are also located along Ventura Boulevard in the northwest and northeast quadrants of the interchange. These Eucalyptus trees are a non-native species, however, and are therefore not considered a biological resource for the purposes of this analysis. The Eucalyptus trees could, however, provide nesting habitat for red-shouldered hawks, red-tailed hawks, Cooper's hawks, Anna's hummingbirds, Allen's hummingbirds, mourning doves, great horned owls, Pacific slope flycatchers, western scrub-jays, American crows, northern mockingbirds, California towhees, Bullock's orioles, house finches, and lesser goldfinches. Eucalyptus trees can also provide wintering and foraging habitat for several species including yellow-rumped warblers, orange-crowned warblers, Anna's hummingbirds, Allen's hummingbirds, occasional tanagers, occasional Bullock's orioles, and several other migratory species. The nests of migratory native birds are protected by a national ordinance known as the Migratory Bird Treaty Act (16 U.S.C, Section 703 *et seq.*).

A field survey of the Rice Avenue/U.S. 101 bridge structure was conducted by Paul Caron, Caltrans District 7 biologist, on 4/20/01, to determine whether bat species of special concern might be present. No bats were identified. Furthermore, it is unlikely that bats would be present in the area due to a lack of suitable habitat.

### Invasive Species

On February 3, 1999, President Clinton signed Executive Order (E.O.) 13112 and Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive species. Nonnative flora and fauna can cause significant changes to ecosystems, upset the ecological balance, and cause economic harm to our nation's agricultural and recreational sectors.

Under the E.O., federal agencies cannot authorize, fund or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize risk of harm have been analyzed and considered. Complying with the E.O. means that federal-aid and federal highway program funds cannot be used for construction, revegetation, or landscaping activities that purposely include the use of known invasive species.

Until an approved national list of invasive plants is defined by the National Invasive Species Council, known invasive plants are defined as those listed on the official noxious weed list of the State in which the activity occurs.

Noxious weeds listed by the California Department of Food and Agriculture that are known to be present in Ventura County and their pest ratings<sup>2</sup> are listed below:

- Klamathweed (*Hypericum perforatum*) – Pest Rating “C”
- Punagrass (*Achnatherum brachychaetum*) – Pest Rating “A”
- Scotch Thistle (*Onopordum acanthium*) – Pest Rating “A”

Methods that are being employed by local and federal agencies to control these noxious weeds include biological controls, mechanical/manual removal of weeds, and grazing by livestock.

#### 5.2.4 *Water Quality and Hydrology*

The proposed project is located within the Oxnard Plain Groundwater Basin, which lies within the Calleguas Creek Watershed. The Oxnard Plain Basin consists of upper and lower aquifer systems that collectively contain approximately 7,800,000 acre-feet of stored water. The Oxnard Forebay Basin contains approximately 1,200,000 acre-feet of water. Forebay Basin water originates in the mountains and valley of the 4,100-square kilometer (1,600-square-mile) Santa Clara watershed. In addition to City wells that pump groundwater from the Oxnard Plain Basin and Oxnard Forebay, other sources of water for domestic consumption in the City include water purchased from the United Water Conservation District and the Calleguas Municipal Water District. In general, the groundwater in the local aquifers is naturally high in minerals, but is of good quality. According to the City of Oxnard 2020 *General Plan*, groundwater in the project area can be found at depths of approximately 4.6 to 6.1 meters (15 to 20 feet)

Surface water from the proposed project site and immediate project vicinity is collected by several large, man-made stormwater drainage channels. These channels eventually empty into the Pacific Ocean, approximately 13.7 kilometers (8.5 miles) south of the project site. Stormwater from the project site drains into the Nyeland Drain and smaller natural earthen drainage channels. These flood control/storm drain channels, which are maintained by the Ventura County Flood Control Department, flow in an easterly direction north of U.S. 101 and eventually empty into Beardsley Wash, a north-south flood channel. South of U.S. 101, Beardsley Wash becomes the Revolon Slough, which continues south to the Pacific Ocean.

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<sup>2</sup> The California Department of Food and Agriculture (CDFA) is responsible for determining those plants to be listed as noxious weeds. At the time that CDFA lists a species, it also receives a rating of A, B, C, D, or Q. These ratings reflect CDFA’s view of the statewide importance of the pest, the likelihood that eradication or control efforts would be successful, and the present distribution of the pest within the state. A pest with an “A” rating is defined as an organism of known economic importance subject to state enforced action involving: eradication, quarantine, containment, rejection, or other holding action. A pest with a “C” rating is an organism subject to no state enforced action outside of nurseries except to retard spread.

There are no other surface water resources in the immediate project vicinity. Additionally, field surveys identified no wetlands in the immediate project area.

### 5.2.5 *Floodplains*

According to Federal Emergency Management Agency (FEMA) floodplain maps, a portion of the project site is located within a 100-year floodplain, which encompasses the area west of Santa Clara Avenue from U.S. 101 on the south to north of Friedrich Road. Additionally, areas of 100-year shallow flooding (depths 0.3 to 1 meter (1 to 3 feet)) are located just north and south of U.S. 101 generally from Orange Avenue to Almond Drive near the eastern project limits.

## 5.3 Socioeconomic Setting

### 5.3.1 *Population*

The Rice Avenue/U.S. 101 Interchange project is located in the City of Oxnard in Ventura County. Oxnard is the largest city in Ventura County, home to an estimated 160,305 people in the year 2000.<sup>3</sup> The interchange is located within two census tracts, 50.02 on the north side, and 49.00 on the south side. In 1990, census tract 50.02 was home to 2,311 people, and tract 49.00 was home to 5,571 people. Both of these tracts are expected to experience population growth over the next 20 years, with tract 50.02 increasing in population by 40.3 percent (approximately equivalent to Ventura County's predicted growth rate), and tract 49.00 increasing in population by 145 percent. The latter growth rate may be partly attributable to development programs the City of Oxnard is pursuing in the Rice Avenue/U.S. 101 Interchange area, especially in the areas designated for light industrial and business parks.

The two census tracts that encompass the project area have a predominantly minority population, ranging from 74 percent to 99 percent. The great majority of these minority persons are of Hispanic origin. People of Hispanic origin represent 72 percent of the total population of tract 50.02, and 96 percent of the population in tract 49.00. These minority concentrations are significantly higher than in either the City of Oxnard or Ventura County. Minorities account for 68 percent of the population in the City of Oxnard and only 34 percent in Ventura County.

Median household incomes in the study area range from \$24,762 to \$31,056, with an average of \$27,909. Median household incomes are higher in the City of Oxnard (at \$37,174) as well as in Ventura County (at \$45,612). The number of persons living below the 1990 poverty threshold reflects this difference in income. Between 17 percent and 20 percent of the population in the project area lives below the poverty line, whereas 13 percent of the population of the City of Oxnard and only 7 percent of the population of Ventura County live below the poverty line.

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<sup>3</sup>According to the State of California Department of Finance, 2000.

### 5.3.2 *Housing*

In the project study area, the percentage of single-family units ranges from 60 percent to 69 percent of the total housing stock. Multi-family residential units (MFRs) represent 28 percent to 30 percent of the housing stock in the City of Oxnard as well as in tract 49.00, while Ventura County contains slightly more, with MFRs comprising 30 percent of the housing stock. Tract 50.02 has significantly fewer multi-family units than the other census tract in the project area, with MFRs comprising only 9 percent of the total number of housing units in the tract. This may be explained by the unusually high number (approximately 30 percent) of mobile homes, trailers, or other forms of housing within this census tract. In comparison, only 3 percent to 6 percent of the housing units in the other areas analyzed fall under this category.

Residential units in the study area are primarily owner-occupied (between 96 percent and 99 percent), as are units in the City of Oxnard and Ventura County (95 percent owner-occupied). The project area also appears to have a very low vacancy rate, somewhere between 0 and 4 percent. The vacancy rate in the City and county is slightly higher at 5 percent.

### 5.3.3 *Local Business and Employment*

Although the proposed project is not located near the central Oxnard business district, there are a significant number of businesses located in the project area. On the north side of U.S. 101 along East Ventura Boulevard, there is a commercial strip that includes several car sales lots, a spa sales business, two restaurants, and a convenience store. Along Santa Clara Avenue, there are two gas stations, a restaurant, a motel, and a rental business. On the south side of U.S. 101, there is a large area identified as a business park. There are several industrial businesses located here, as well as a medical office and a chain restaurant.

In 1994 there were approximately 6,752 jobs in the study area. According to SCAG; by 2020, the number of jobs available in the area is expected to grow to 9,645. The majority of this increase is expected to occur north of U.S. 101, in Census Tract 50.02. Job growth south of U.S. 101 in Census Tract 49.00 is expected to be much lower. In the City of Oxnard, the number of jobs totaled 37,760 in 1994 and is expected to reach 75,757 by 2020, a doubling of jobs in just 25 years. This job growth rate is higher than both Ventura County and the study area.

The labor force in the study area (Census Tracts 49.00 and 50.02) totaled 3,920 persons in 1994, which is approximately 70 percent of the population. An estimated 494 persons, or approximately 12 percent of the labor force, were unemployed. This is significantly higher than either the City of Oxnard or Ventura County, which had 7 percent and 5 percent unemployment, respectively.

## 5.4 Land Use

### 5.4.1 Existing Land Use

The project study area is located almost entirely within the City of Oxnard (although parts along U.S. 101 and the northern end of Santa Clara Avenue are located in unincorporated areas of the County), and is centered around the existing interchange at U.S. 101 and Rice Avenue, which is the location of the proposed project improvements. The project study area can be more easily understood by breaking it down into quadrants, with U.S. 101 serving as the east-west dividing line, and Rice Avenue/Santa Clara Avenue serving as the north-south dividing line. The City-designated and existing land uses in each of these quadrants are identified in the discussion below. Figure 4 shows existing land use patterns in the project area (note: some areas contain a mix of land uses; for example, the area immediately northeast of the interchange includes both commercial uses and mobile homes).

*Northeast Quadrant:* There is a strip of general commercial business land uses (restaurants, sales, etc.) along Ventura Boulevard to the south and along Santa Clara Avenue just north of its intersection with the northbound U.S. 101 off-ramp. Behind the commercial land uses is a large block of residential development, which includes several mobile home parks. These residential developments comprise a majority of the land uses in the quadrant. In the very northwestern corner of the quadrant, along Santa Clara Avenue and near the northern project limits, there is a small Headstart school (Rio Vista School).

*Northwest Quadrant:* This quadrant is designated in the City of Oxnard 2020 General Plan for light industrial and agricultural land uses. Based on windshield surveys conducted on July 26 and August 3, 2000; there are several different land uses located in this quadrant. The northeastern corner of the quadrant, north of Auto Center Drive, is currently used for agriculture with a small fruit and vegetable stand located at the northwest corner of Auto Center Drive and Santa Clara Avenue. The agricultural use is consistent with the General Plan designation. The area south of Auto Center Drive is designated for light industrial use. Along Santa Clara Avenue south of Auto Center Drive, there is a gas station and two vacant lots. A mobile home park (residential) and two commercial businesses (mobile home sales and a trucking company) are located along Ventura Boulevard in the southern section of the quadrant.

*Southwest Quadrant:* This quadrant is designated by the City of Oxnard General Plan as a business and research park. Existing land uses are consistent with the General Plan designation. Although much of the business park is currently vacant, there are several projects being planned to fill these vacancies. The most significant building in this quadrant is the Spanish Hills Medical Group building in the northeast corner, near the intersection of Rice Avenue and the southbound U.S. 101 off-ramp.

*Southeast Quadrant:* This quadrant is also designated by the City of Oxnard General Plan as a business and research park; however, it is currently being used for agriculture.



Sources: Thomas Brothers Maps, 1994; Oxnard General Plan, 1990; Myra L. Frank & Associates, 2000.



Figure 4: Existing Land Uses

#### 5.4.2 *Land Use Planning and Policy*

The *City of Oxnard 2020 General Plan* (General Plan) was adopted by the Oxnard City Council on October 14, 1990. Through its land use policies the General Plan seeks to:

- Provide a variety of housing types throughout the City
- Preserve permanent agricultural land within the Oxnard Planning Area
- Provide for adequate space for schools, libraries, park and recreation areas, and the expansion need of public facilities to enhance the quality of life for all citizens
- Ensure that all new development will be consistent with the Ventura County Air Quality Management Plan and other regional plans
- Encourage the development of mixed uses in appropriate areas to reduce commuting

The General Plan designates almost the entire area south of U.S. 101 as a business and research park. The project study area also encompasses a small area just east of Rice Avenue and south of Gonzales Road that is designated for light industrial use. North of U.S. 101 and east of Santa Clara Avenue, the areas directly adjacent to Ventura Boulevard and Santa Clara Avenue are designated as general commercial. Beyond these commercial strips to the north and east, there is a large section of land designated as low density residential (3 to 7 D.U./ Ac.). On the northern edge of the project study area, on the east side of Santa Clara Avenue, there is also a small parcel designated for a public school. West of Santa Clara Avenue, north of U.S. 101, and south of Auto Center Drive is designated entirely as light industrial. North of Auto Center Drive is designated as agricultural and is also listed as open space on the Open Space and Conservation Map in the General Plan.

There are also several Specific Plans and an Infill/Modification Area in the project study area. The Rose/Santa Clara Corridor Specific Plan (adopted July 15, 1986) encompasses 204 acres of land along the north side of U.S. 101 between Rose Avenue and Rice Avenue. It is intended to provide for the development of an integrated mix of commercial and light industrial land uses designed to meet a variety of needs of the residents of Oxnard and surrounding communities. Commercial uses include a master-planned auto dealership park, retail commercial center, and commercial offices. This Plan Area also has its own assessment district, No. 86-4-R.

The Sakioka Farms Specific Plan Area is part of the Northeast Industrial Area Plan, which consists of approximately 1,400 acres of property designated for limited industrial, light industrial, and business and research park uses. Located both east and west of Rice Avenue, south of U.S. 101 and north of East Fifth Street, this Plan Area has its own assessment district, which provides major infrastructure to serve the area.

The Rose/Gonzales Study Area and the Northeast Community Specific Plan are located south of Gonzales Road and east of Lombard Street adjacent to the project study area.

There is also an Infill/Modification Area located along U.S. 101 called the Ventura Freeway Corridor Modification Area. The plan for this area states that property along the freeway corridor frontage should be designated for commercial or business use and that incentives should

be developed to encourage land use transition from residential to commercial uses in the Nyeland Acres area.

The Nyeland Acres community, located in the northeast quadrant of the Rice Avenue/U.S. 101 Interchange, is part of Ventura County and therefore is covered under the County's General Plan. According to the Ventura County General Plan, Nyeland Acres is part of the El Rio Area Plan. This Plan is intended to help preserve the rural character of the area and designates Nyeland Acres as a low-density residential development. It intends to maintain the current density of residential development, as well as providing for a buffer zone between commercial and residential development.

#### 5.4.3 *Public Services*

The only public service facility in or near the project study area is the Rio Vista School located on the east side of Santa Clara Avenue just north of Auto Center Drive. This former elementary school is now leased to the Headstart program by the Rio School District. Although not technically a public service, a Mutual Water Company facility is located in the project area, on the east side of Santa Clara Avenue.

The police and fire stations that serve the project area are identified below.

#### **Police:**

Oxnard Police Department (Beat 12)  
251 South C Street  
Oxnard, CA 93030

Ventura County Sheriff's Department  
Camarillo Station  
3701 E. Las Posas Rd.  
Camarillo, CA 93010

#### **Fire:**

Oxnard Fire Department  
Station 5  
1450 Colonia Road  
Oxnard, CA 93030

Ventura County Fire Department  
Station 51- El Rio  
680 El Rio Drive  
Oxnard, CA 93030

## 5.5 Farmland

Based on field surveys of the project area and a review of local land use maps, there are two active agricultural properties located in the project area. The first agricultural property is approximately 26 hectares (65 acres) in size and is located immediately northwest of the intersection of Santa Clara Avenue and Auto Center Drive. According to the State of California Natural Resource Conservation Service, this property is not designated as prime or unique farmland or farmland of statewide importance. The second agricultural property is located immediately southeast of the Rice Avenue/U.S. 101 Interchange. Although this property is officially designated in the City of Oxnard General Plan for industrial use, it is listed by the State of California as both prime farmland and farmland of statewide importance. This agricultural property occupies approximately 80 hectares (200 acres).

## 5.6 Circulation

U.S. 101, which is oriented in an east-west direction through the project area, is a major north-south route connecting the southern, central, and northern regions of California (see Figure 1 for a regional map). Rice Avenue/Santa Clara Avenue is a north-south arterial that extends from Pacific Coast Highway (SR 1) in the City of Oxnard on the south to SR 118 in Ventura County on the north. North of U.S. 101, Santa Clara Avenue is two lanes wide with additional turn lanes provided at the Auto Center Drive intersection. Santa Clara/Rice Avenue crosses over both Ventura Boulevard (a frontage road on the north side of U.S. 101) and the U.S. 101 freeway. Santa Clara Avenue becomes Rice Avenue at the centerline of U.S. 101. The overcrossing is two lanes wide (one lane in each direction). Immediately south of the overcrossing, Rice Avenue widens from two lanes to five lanes (three southbound lanes and two northbound lanes).

Level of service (LOS) was analyzed for four major intersections in the vicinity of the Rice Avenue/U.S. 101 Interchange. Table 3 provides a summary of existing and forecasted levels of service for the Rice Avenue/U.S. 101 Interchange area. It was estimated that only one of the four study intersections would operate at an unacceptable level of service (i.e., LOS D or worse, as per City of Oxnard standards) under 1997 Existing Conditions. This was the intersection of Ventura Boulevard, the northbound U.S. 101 ramps, and Auto Center Drive. The minor approach of the intersection (i.e., westbound Ventura Boulevard) operated at LOS C and F during the AM and PM peak hours, respectively. The worst major approach of this intersection operated at LOS A and B during the AM and PM peak hours, respectively.

**Table 3: Summary of Existing and Forecast Levels of Service**

Intersection	Peak Hour	1997 Existing Conditions		2024 No Build Conditions	
		V/C or Delay [1]	LOS	V/C or Delay [1]	LOS
Ventura Bl & NB US 101 Ramps & Auto Center Dr [4]	AM	9/18	A/C	15/*	C/F
	PM	11/360	B/F	36/*	E/F
Auto Center Dr & Santa Clara Ave [2]	AM	0.46	A	0.92	E
	PM	0.69	B	0.92	E
Auto Center Dr, Santa Clara Ave, & NB 101 Off-ramp [2]	AM	N/A		N/A	
	PM	N/A		N/A	
Rice Ave & SB US 101 Ramps [2]	AM	0.44	A	1.45	F
	PM	0.79	C	1.62	F
Rice Ave & Gonzales Rd [2][5]	AM	0.39	A	0.7	B
	PM	0.59	A	1.12	F
Ventura Blvd & Santa Clara Ave [3]	AM	N/A		N/A	
	PM	N/A		N/A	

Notes:  
 [1] Volume-to-capacity ratios were estimated for signalized intersections using the Intersection Capacity Utilization (ICU) method. Average vehicle delay (seconds) for the worst major and minor street approaches were estimated for two-way-stop controlled intersections using the 1997 HCM “Two-Way Stop” method. Displayed as “major street/minor street” delay or LOS.  
 [2] Signalized intersection.  
 [3] Two-way stop-controlled intersection under Preferred Alternative, and signalized intersection under Preferred Alternative Plus Mitigation.  
 [4] Two-way stop-controlled intersection. WB Ventura is stopped. EB Ventura is forced onto freeway via yield controlled onramp.  
 [5] Year 2024 traffic volumes were provided by the City of Oxnard. They are based on a growth factor of 2% per year between 1997 and 2024 or a total growth factor of 54% over the 27-year period. Before the growth was computed, 1997 southbound through volumes were increased by 346 and 404 in the AM and PM peak hours respectively due to SR 1 relocation (based on 5/31/2000 count data). Similarly, before growth was computed, 1997 northbound through volumes were increased by 250 and 462 in the AM and PM peak hours, respectively, due to SR 1 relocation.  
 \*Signifies delay value greater than 10 minutes.  
 N/A = Not Applicable

Source: Kaku Associates, 2001.

Conditions at this intersection and the other three studied intersections would become worse under Year 2024 No Build conditions, as would be expected given the traffic growth forecasted to occur in the study area. All four intersections were estimated to operate at an unacceptable level of service (LOS D or worse) during the AM or PM peak hour periods (note: the major approach to the stop controlled intersection of the northbound U.S. 101 ramps and Ventura Boulevard would operate at an acceptable LOS of C during the AM peak period).

### 5.7 Archaeological/Historical

No prehistoric or historical archaeological resources were noted during the archeological field survey or identified as a result of archival research and contact with interested parties.

Twenty-six buildings located within the proposed Project’s Area of Potential Effect (APE) were identified during the architectural field survey, none of which are currently listed in or appear

eligible for listing in the National Register of Historic Places. No historic districts, no historic landscapes, and no locally designated landmarks are located within or immediately adjacent to the APE.

## 5.8 Noise

### 5.8.1 *Fundamentals of Noise*

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted or excessive sound. Sound can vary in intensity by over one million times within the range of human hearing. Therefore, a logarithmic scale has been established to quantify sound intensity.

To better approximate the range of sensitivity of the human ear to sounds of various frequencies, an A-weighted decibel scale was developed, which de-emphasizes low frequencies. Decibel levels within the A-weighted scale are represented as dBA. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA. A 10-dBA increase is judged by most people as a doubling of the sound level, with the smallest discernable change being about 2 to 3 dBA.  $L_{eq}$  is the descriptor of cumulative noise exposure over a given period of time. This value accounts for the moment-to-moment fluctuations in A-weighted sound levels associated with all sound sources during the period of measurement. The loudest-hour  $L_{eq}$  ( $L_{eq}[h]$ ) is used as a measure to predict potential traffic-related noise impacts. Table 4 presents noise levels for common outdoor and indoor activities at specific distances.

### 5.8.2 *Noise Standards*

Sensitive receptors are usually defined as those land uses where sleep and speech interference is an important concern. These receptors include residences, motels, schools, hospitals, and religious facilities. Noise-sensitive residential uses are located in the northwest and northeast quadrants of the interchange and include mobile home parks and single-family residences. The Federal Highway Administration (FHWA) has established exterior and interior noise criteria for specific types of land uses. As shown in Table 5 below, the exterior criterion for the sensitive residential receptors located within the immediate project vicinity is 67 dBA. Under FHWA regulations, noise abatement measures are to be considered if projected noise levels on adjacent lands approach or exceed the applicable noise abatement criterion identified in Table 5, or would increase substantially above existing noise levels.

**Table 4: Typical Noise Levels**

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300 m (1,000 ft)	<b>-110-</b>	Rock Band
Gas Lawn Mower at 1 m (3 ft)	<b>-100-</b>	
•Diesel Truck at 15 m (50 ft) at 80 km/hr (50 mph)	<b>-90-</b>	Food Blender at 1 m (3 ft)
•Noisy Urban Area, Daytime	<b>-80-</b>	Garbage Disposal at 1 m (3 ft)
•Gas Lawn Mower at 30 m (100 ft)	<b>-70-</b>	Vacuum Cleaner at 3 m (10 ft)
•Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	<b>-60-</b>	Large Business Office
Quiet Urban Area, Daytime	<b>-50-</b>	Dishwasher Next Room
Quiet Urban Area, Nighttime	<b>-40-</b>	Theater, Large Conference Room (Background)
Quiet Suburban Area, Nighttime		Library
Quiet Rural Area, Nighttime	<b>-30-</b>	Bedroom at Night
	<b>-20-</b>	Broadcast Recording Studio
	<b>-10-</b>	
Lowest Threshold of Human Hearing	<b>-0-</b>	Lowest Threshold of Human Hearing

Source: Caltrans, 1998.

**Table 5: FHWA Noise Abatement Criteria**

Hourly A-Weighted Noise Level, dBA Leq (h)		Land Use
Exterior	Interior	
57	--	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential to continue to serve its intended purpose.
67	52	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
72	--	Developed lands, properties, or land uses not included in the previous two descriptions.
--	--	Undeveloped lands.

Source: FHWA, 1995.

5.8.3 Existing Noise Levels

The predominant source of noise in the project area is motor vehicle traffic. Existing sources of motor vehicle traffic in the study area include: U.S. 101 mainline, U.S. 101 ramps, Rice Avenue/Santa Clara Avenue, Auto Center Drive, and Ventura Boulevard. Several other smaller roadways in the study make minor, localized contributions to overall traffic noise in the project vicinity. No other significant sources of transportation noise were identified; however, aircraft operations at Camarillo Airport, which is located about 3.2 kilometers (2 miles) east of the study area, would be expected to generate an intermittent influence on the noise environment in the project vicinity. No non-transportation (e.g., stationary) noise sources were identified that have a substantial influence on overall average noise levels throughout large portions of the study area during the peak noise hour.

A noise measurement survey of the project area was conducted by Harris Miller Miller & Hanson Inc. on Tuesday, November 9, 1999. Noise measurements, each with a duration of between 24 and 30 minutes, were made at five sites in representative noise-sensitive receiver locations within the study area. The results are presented in Table 6. The locations of the measurement sites are shown in Figure 5. The purposes of the measurements were to: (1) document existing sound levels within the project area, and (2) to obtain data on the various noise sources, receivers, and propagation circumstances within the project area to assist in the development and calibration of the highway noise prediction model.

**Table 6: Summary of Short-Term Noise Measurement Results**

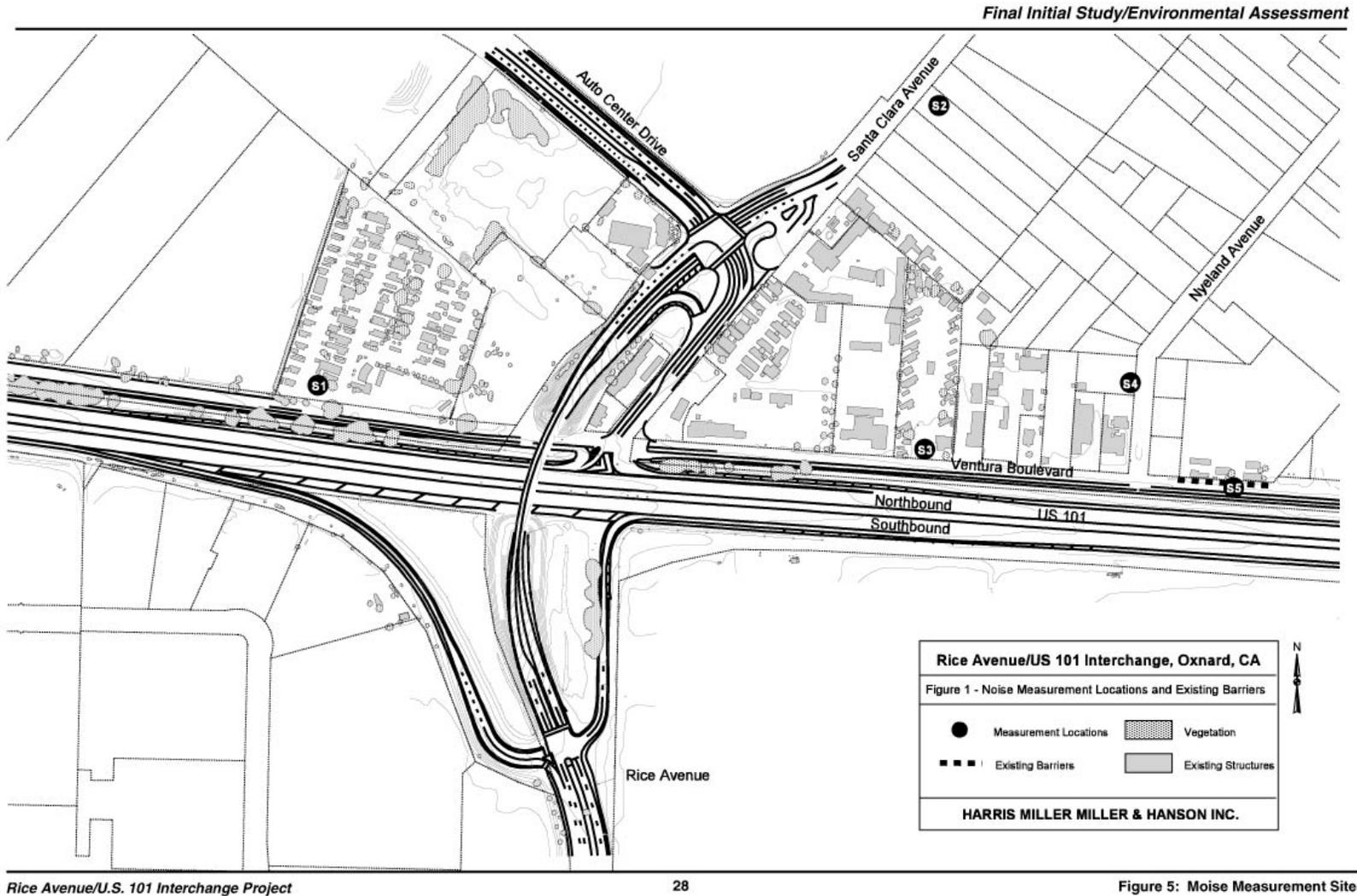
Location			Distance from Source Centerline (meters)	Intervening Barriers/ Surfaces	Start Time	Duration (h:m)	Leq (dBA)	
Site No.	Address	Dominant Traffic Noise Source					Total	Traffic Only <sup>1</sup>
S1	2371 Ventura Blvd.	U.S. 101	45	Negligible	9:40	0:24	70	70
S2	3282 Santa Clara Ave.	Santa Clara Ave.	29	Negligible	10:41	0:30	65	64
S3	2631 Ventura Blvd.	U.S. 101	37		13:17	0:25	72	72
S4	3251 Nyeland Ave.	U.S. 101	102	Intermittent building structures	14:24	0:25	65	64
S5	2725 Ventura Blvd.	U.S. 101	36	Privacy wall on either side of mobile home park entrance (minor)	13:52	0:24	72	72

Notes: Noise measurements were performed on Tuesday, November 9, 1999.

<sup>1</sup> One-minute periods dominated by sources other than counted roadways were excluded.

Source: Harris Miller Miller & Hanson Inc., 2000.

Figure 5: Noise Measurement Sites



One of the measurement sites, S2, was located along Santa Clara Avenue well north of U.S. 101. Measured  $L_{eqs}$  at this location were influenced primarily by traffic along Santa Clara Avenue and were in the mid-60s dBA. The four other sites were located nearer to U.S. 101. Noise levels at those locations were influenced primarily by highway traffic. One of those four sites, S4, was located over 100 meters (330 feet) from the highway centerline and partially screened from highway traffic exposure by intervening structures. During the measurement survey, it experienced average noise levels in the mid-60s dBA, nearly equivalent to those observed at S2. The remaining three measurement sites near U.S. 101 (sites S1, S3, and S5) were located within the three mobile home parks in the study area that are directly alongside Ventura Boulevard. These sites were located between about 36 meters (120 feet) and 45 meters (150 feet) from the U.S. 101 centerline.  $L_{eqs}$  measured at those sites ranged from 70 to 72 dBA.

In summary, the noise survey results indicate that existing loudest-hour average noise levels in the study area range from the low 60s to the high 70s dBA. Additionally, the majority of residential receivers are exposed to loudest-hour average noise levels that approach within 1 decibel or exceed the applicable FHWA noise abatement criterion identified in Table 5 above.

## 5.9 Air Quality

California is divided by the California Air Resources Board (CARB) into air basins, which share similar meteorological and topographical features. The City of Oxnard is in Ventura County, which is in the South Central Coast Air Basin under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD or Air District)

Coastal areas of Ventura County are cooler in summer and milder in winter than inland and mountainous areas. On most days, sea breezes move from west to east, except during Santa Ana wind conditions when Ventura County may receive pollutants from areas to the east, including Los Angeles County. Ventura County has been designated a severe ozone non-attainment area under both the federal and California Clean Air Acts. The deadline for severe ozone non-attainment areas to attain the national 1-hour ozone standard is 2005.

Both the federal and state governments have established ambient air quality standards to protect public health. Standards are shown in Table 7.

The Air District does not maintain an air monitoring station in Oxnard. Therefore, the Ventura station is used as the source of baseline air quality information for ozone and the El Rio station is the baseline for carbon monoxide and  $PM_{10}$  (particulate matter 10 microns or less in size). El Rio is used because the VCAPCD discontinued  $PM_{10}$  monitoring in 1997 at Ventura and because the VCAPCD guidelines recommend using El Rio in coastal areas for background carbon monoxide data.

**Table 7: Ambient Air Quality Standards**

Air Pollutant	State	National	
	Standard	Primary	Secondary
Ozone (O <sub>3</sub> )	0.09 ppm, 1-hr avg.	0.12 ppm, 1-hr avg. 0.08 ppm, 8-hour avg.	0.12 ppm, 1-hr avg.
Carbon Monoxide (CO)	9 ppm, 8-hr. avg. 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide (NO <sub>2</sub> )	0.25 ppm, 1-hr. avg.	0.0534 ppm, annual avg.	0.0534 ppm, annual avg.
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm 1-hr 0.04 ppm, 24-hr avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.50 ppm, 3-hr. avg.
Suspended Particulate Matter ( PM <sub>10</sub> )	50 Φg/m <sup>3</sup> , 24-hr. avg. 30 Φg/m <sup>3</sup> AGM	150 Φg/m <sup>3</sup> , 24-hr avg. 50 Φg/m <sup>3</sup> AAM	150 Φg/m <sup>3</sup> , 24-hr avg.; 50 Φg/m <sup>3</sup> AAM
Sulfates (SO <sub>4</sub> )	25 Φg/m <sup>3</sup> , 24-hr avg.		
Lead (Pb)	1.5 Φg/m <sup>3</sup> , monthly avg.	1.5 Φg/m <sup>3</sup> , calendar quarter	1.5 Φg/m <sup>3</sup>
Hydrogen Sulfide (H <sub>2</sub> S)	0.03 ppm, 1-hr avg.		
Vinyl Chloride	0.010 ppm, 24-hr avg.		
Visibility-Reducing Particles	In sufficient amount to reduce prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation		
Note: ppm = parts per million by volume Φg/m <sup>3</sup> = micrograms per cubic meter AAM = annual arithmetic mean AGM = annual geometric mean			
Source: California Air Resources Board, JHA Environmental Consultants, LLC, 2000.			

The pollutants of concern in Ventura County are ozone and fine particulate matter. Ozone (O<sub>3</sub>), a colorless toxic gas formed by photochemical reactions between reactive organic compounds and nitrogen oxides, irritates the lungs and damages materials and vegetation, including most agricultural crops. Ozone is a secondary contaminant, formed in the atmosphere in the presence of intense sunlight by a reaction between oxides of nitrogen and reactive organic compounds. Nitrogen dioxide ( NO<sub>2</sub> ) is also a secondary contaminant formed through a reaction between nitric oxide (NO) and atmospheric oxygen, which irritates the lungs at high concentrations and contributes to ozone formation. While levels of NO<sub>2</sub> are low in Ventura County, NO<sub>2</sub> is an important contaminant because of its contribution to ozone. Particulate matter less than 10 microns in diameter (PM<sub>10</sub> ) causes a greater health risk than larger-sized particles, since these fine particles can be inhaled more easily and irritate the lungs by themselves and in combination

with gases. While no carbon monoxide standards are exceeded in Ventura County, it is necessary to know background levels in the vicinity of a project in order to determine the potential for a carbon monoxide hotspot to develop as a result of a project and in order to comply with Caltrans' conformity requirements. Levels of ozone, carbon monoxide and PM<sub>10</sub> for the past 5 years at the monitoring stations nearest the project site are shown in Table 8 and compared to national and state air quality standards.

In summary, ozone levels have decreased in Ventura over the 5-year period. PM<sub>10</sub> concentrations vary from year to year because of meteorological conditions. However, concentrations along the coast are usually well below national standards. Carbon monoxide concentrations are very low.

**Table 8: Summary of Air Quality Data, Ventura Air Monitoring Station**

Pollutant Standards	1995	1996	1997	1998	1999
<b>Ozone (O<sub>3</sub>)</b>					
State standard (1-hr. avg. 0.09 ppm)					
National standard (1-hr avg. 0.12 ppm)					
National standard (8-hr avg 0.08 ppm)					
Maximum 1-hr concentration (in ppm)	0.12	0.13	0.11	0.09	0.09
Number of days state standard exceeded	4	10	2	0	0
Number of days national 1-hr standard exceeded	0	1	0	0	0
<b>Carbon Monoxide</b>					
State standard (1-hr. avg. 20 ppm)					
National standard (1-hr avg. 35 ppm)					
State/national standard (8-hr. avg. 9.0 ppm)					
Maximum concentration 1-hr period (in ppm)	ND	ND	ND	ND	ND
Maximum concentration 8-hr period (in ppm)	2.41	1.45	1.89	2.03	1.20
Number of days state 8-hr standard exceeded	0	0	0	0	0
<b>Suspended Particulates (PM<sub>10</sub>)</b>					
State standard (24-hr. avg. >50 Φg/m <sup>3</sup> )					
National standard (24-hr avg. >150 Φg/m <sup>3</sup> )					
Maximum 24-hr concentration (in Φg/m <sup>3</sup> )	62	63.5	252.5	70.3	50.8
Days (calculated) exceeding state standard	18	6	18	6	6
Days (calculated) exceeding national standard	0	0	6	0	0
Notes:					
CO and PM <sub>10</sub> data are from the El Rio Station.					
ppm = parts per million					
Φg/m <sup>3</sup> = micrograms per cubic meter					
ND = No Data					
Source: VCAPCD, California Air Resources Board Air Quality Data--1995 through 1999					

## 5.10 Hazardous Waste Sites

A Preliminary Site Assessment (PSA) was conducted by Geotechnical Consultants, Inc. to identify potential hazardous waste sites in the project area. According to the PSA, a potential for hazardous materials exists at the following locations:

<u>Site</u>	<u>Address</u>
• Larry's Chevron/G. Paymard Property	2505 Ventura Boulevard
• Joyce Motors –	2535 E. Ventura Boulevard
• DW Burhoe Construction/CAB Enterprises	2927 Ventura Boulevard
• Sawtelle Property	2701 Ventura Boulevard
• Freeway Auto Body & Paint	2461 E. Ventura Boulevard
• Dieters Imports	2681 E. Ventura Boulevard
• Oxnard Mobil	2460 Auto Center Drive
• Van Waters and Rogers, Inc.	1910 Lockwood
• Coastline Equipment	1930 Lockwood
• Gibbs International Trucks	2201 E. Ventura Boulevard
• Long Beach Mortgage	2935 E. Ventura Boulevard
• Nyeland Community Church	3326 Nyeland Avenue
• Jim's Texaco	3025 Santa Clara Avenue
• Chevron	SW corner of Santa Clara Ave. & Auto Center Drive
• Rice Avenue Overcrossing and adjacent buildings	Rice Ave./U.S. 101 Interchange
• Freeway and roadway striping	Rice Ave./U.S. 101 Interchange
• Agricultural land	Southeast quadrant of interchange
• Freeway medians and shoulders	U.S. 101 freeway

Leaking underground storage tank (LUST) sites have the highest potential for environmental contamination. There are two known LUST sites (Jim's Texaco and Sawtelle Property) that have a high potential to affect the proposed project. A Phase II hazardous materials study conducted in 1995 indicated elevated concentrations of volatile organic compounds and hydrocarbons in the groundwater and elevated lead levels in the soil at the Texaco station, which would be acquired for right-of-way for the proposed improvements. Based on information provided by the Ventura County Environmental Health Department, the contamination at the Sawtelle property appears to be shallow and to not pose a threat to groundwater. A site assessment is in the process of being conducted by the property owner. If the contamination on the site has attenuated to acceptable levels, a closure letter will be issued by the lead regulatory agency. No property would be acquired from the Sawtelle property. Other potential hazardous materials sites that have a high potential to affect the proposed project include those areas that are currently or have been historically used for agriculture. These agricultural areas may have residual levels of pesticides that would require excavated soil to be handled as hazardous material. Right-of-way would be required from existing agricultural properties located in the southeast quadrant of the interchange and on the west side of Santa Clara Avenue, immediately north of Auto Center Drive. Property would also be acquired for right-of-way in the southwest quadrant of the interchange, which was historically used for agriculture prior to development of the existing business park. Also, soils within and adjacent to the freeway may be contaminated by aerially deposited lead due to exhaust emissions from leaded gasoline. Lead-based paint and asbestos containing material may also be present on the Rice Avenue bridge structure and in buildings acquired for right-of-way. Lastly, yellow thermoplastic and painted traffic markings that need to be removed during construction may contain lead and chromium.

The locations of the sites that have a moderate to high potential to affect the proposed project due to existing or previous underground storage tanks or leaking underground storage tanks are show in Figure 6.

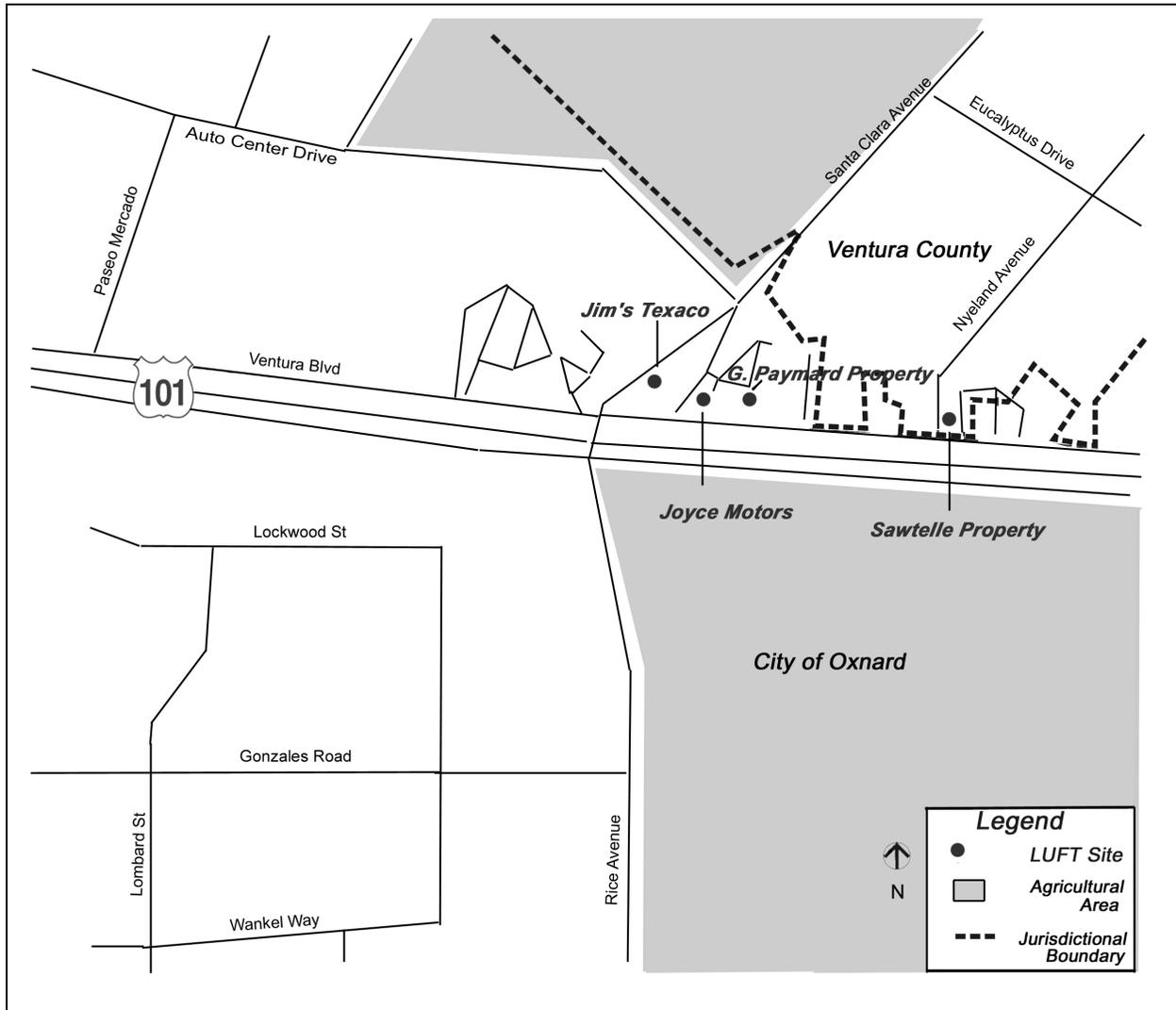


Figure 6: Hazardous Materials Sites

## 6 ENVIRONMENTAL EVALUATION

The Environmental Significance Checklist on the following pages was used to identify physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project would not affect a particular item. A “NO” answer in the first column documents this determination. A “YES” answer is followed by a response in the second column as to whether or not the effect is significant. Answers requiring further explanation are indicated by an asterisk (\*). These discussions are provided in Section 5, below.

**ENVIRONMENTAL SIGNIFICANCE CHECKLIST**

	YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION? YES OR NO
<b>PHYSICAL – Will the proposal (either directly or indirectly)</b>		
1. Appreciably change the topography or ground surface relief features?	NO*	
2. Destroy, cover, or modify any unique geologic or physical features?	NO	
3. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	YES	NO*
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	YES	NO*
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO*	
6. Result in an increase in the rate of use of any natural resource?	NO	
7. Result in the substantial depletion of any nonrenewable resource?	NO	
8. Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or litter control?	NO*	
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	NO	
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	YES	NO*
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	NO*	
12. Result in the use of water in large amounts or in a wasteful manner?	NO	
13. Affect wetlands or riparian vegetation?	NO	
14. Violate or be inconsistent with federal, state or local water quality standards?	NO*	
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	NO	
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	YES	NO*
17. Result in the creation of objectionable odors?	NO	
18. Violate or be inconsistent with federal, state or local air standards or control plans?	NO*	
19. Result in an increase in noise levels or vibration for adjoining areas?	YES	NO*
20. Result in any federal, state or local noise criteria being equaled or exceeded?	YES	NO*
21. Produce new light, glare or shadows?	YES	NO*

	YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION? YES OR NO
<b>BIOLOGICAL</b> – Will the proposal result in (either directly or indirectly):		
22. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?	YES	NO*
23. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?	NO	
24. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	NO*	
25. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?	YES	NO*
26. Removal or deterioration of existing fish or wildlife habitat?	NO	
27. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	NO	
28. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	NO	
29. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	NO*	
<b>SOCIAL AND ECONOMIC</b> – Will the proposal (directly or indirectly):		
30. Cause disruption of orderly planned development?	NO	
31. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	YES*	NO*
32. Be inconsistent with a Coastal Zone Management Plan?	NO	
33. Affect the location, distribution, density, or growth rate of the human population of an area?	YES	NO*
34. Affect lifestyles, or neighborhood character or stability?	YES	NO*
35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	YES	NO*
36. Divide or disrupt an established community?	YES	NO*
37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	YES	NO*
38. Affect employment, industry or commerce, or require the displacement of businesses or farms?	YES	NO*
39. Affect property values or the local tax base?	YES	NO*
40. Affect any community facilities (including medical, education, scientific, recreational, or religious institutions, ceremonial sites, or sacred shrines)?	YES	NO*

	YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION? YES OR NO
41. Affect public utilities, or police, fire, emergency or other public services?	NO*	
42. Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and/or goods?	NO*	
43. Generate additional traffic?	NO*	
44. Affect or be affected by existing parking facilities or result in demand for new parking?	YES	NO*
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	NO	
46. Result in alterations to waterborne, rail or air traffic?	NO	
47. Support large commercial or residential development?	YES	NO*
48. Affect a significant archaeological or historic site, structure, object, or building?	NO*	
49. Affect wild or scenic rivers or natural landmarks?	NO	
50. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	YES	NO*
51. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	NO*	
52. Result in the use of any publicly owned land from a park, recreation area, or wildlife and waterfowl refuge?	NO	
<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>		
53. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?	NO	
54. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO	

	YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION? YES OR NO
55. Does the project have environmental effects that are individually limited but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual 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. It includes the effects of other projects, which interact with this project and, together, are considerable.	YES	NO*
56. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	YES	NO*

## 7 DISCUSSION OF ENVIRONMENTAL EVALUATION

### 7.1 Changes in Topography and Ground Surface Relief Features (Question 1)

The proposed project would require minor changes in topography along the existing interchange to accommodate the proposed improvements. Retaining walls would be required where right-of-way constraints or mitigation measures would not allow slopes to be cut parallel to existing slopes. These changes would not appreciably alter the topography or ground surface relief features of the area.

### 7.2 Geologic/Seismic Hazards (Question 3)

The project study area is located in a seismically active area. There are nine active or potentially active faults, along both the San Andreas and Transverse Ranges fault systems, within 80 kilometers (50 miles) of the project area; therefore, the proposed project would likely be subject to strong ground shaking associated with major earthquakes on these faults. In addition, groundwater is relatively shallow in the area, and surface soils are composed of collapsible/compressible soils and sand, silty sand, and clay. Therefore, additional geologic hazards associated with the proposed project may include collapsible/compressive and/or corrosive soil, and liquefaction. It is anticipated that all of these hazards would be able to be mitigated to acceptable levels of risk.

The proposed project facilities could sustain structural damage during strong ground shaking associated with an earthquake along a nearby fault. The magnitude, duration, and vibration frequency characteristics will vary greatly, depending upon the particular causative fault and its distance from the project.

#### Mitigation

In order to ensure appropriate design measures are developed to mitigate geologic/seismic hazards, a complete geotechnical investigation shall be performed prior to final project design. The purpose of this investigation will be to identify all seismic hazards, characterize the presence and extent of expansive and/or collapsible soil, identify the presence, extent, and corrosion potential of the soils, and characterize the presence and extent of liquefiable soil in the project area.

To mitigate the hazards posed by seismically induced strong ground shaking, all structures shall be designed to resist the maximum credible earthquake associated with nearby faults without endangering human life through collapse. Design of the interchange shall conform to current codes and specifications. The seismic design criteria shall be based on the most current Caltrans seismic design criteria.

Depending on the presence or extent of expansive and/or collapsible soil, one or more of the following options shall be used to mitigate the soil-related hazards:

- Removal of expansive/collapsible subgrade soils and replacement with engineered fill.
- Support of structures on deep pile foundation systems.
- Densification of collapsible subgrade soils with in-situ techniques.
- Placing moisture barriers above and around expansive subgrade soils to help prevent variations in soil moisture content.

Based on the presence of corrosive soils identified in the geotechnical investigation, and on the sampling and testing of soils required by Caltrans corrosion guidelines for pile-supported bridge foundations, one or more of the following options shall be used to mitigate the hazards associated with corrosive soils:

- Removal of corrosive subgrade soils and replacement with non-corrosive engineered fill.
- Installation of a cathodic protection system to protect buried metal pipelines.
- Use of coated or nonmetallic (i.e., concrete or poly vinyl chloride) pipes not susceptible to corrosion.
- Construction of foundations using sulfate-resistant concrete.

Depending on the presence or extent of liquefiable soil, one or more of the following options shall be used to mitigate liquefaction hazards:

- Construction using piles or deep foundations.
- Dynamic densification.
- Ground improvement.
- Grouting or removal of suspect soils.

Implementation of the measures above would mitigate potential impacts from geologic/seismic hazards.

### 7.3 Erosion Effects (Question 4)

Construction activities would increase the potential for erosion by wind or water. Erosion during construction would be controlled by implementation of Best Management Practices (BMPs) and compliance with contract specifications. BMPs would include erosion control measures such as slope stabilization, use of straw and seed, and timing of construction activities to minimize soil exposure during wet weather periods. With these measures, the potential for erosion would be greatly reduced.

Once construction of new slopes and retaining walls is complete, the erosion rate at the project site would be similar to the existing rate of erosion in the vicinity of the interchange.

#### 7.4 Use of Energy (Question 5)

The Rice Avenue/U.S. 101 Interchange presently experiences some congestion, especially during peak traffic periods. As a result of traffic congestion and slow, stop-and-go conditions, vehicles expend additional fuel. By improving traffic flow and reducing congestion, the proposed improvements could result in less energy consumption per vehicle mile traveled in the immediate project area.

The project would also require the use of energy to construct and maintain the proposed widening. However, the energy savings associated with improved operational efficiency of the interchange would outweigh the one-time energy use required for construction and the energy consumed by maintenance activities.

#### 7.5 Hazardous Waste (Question 8)

A Preliminary Site Assessment (PSA) was conducted by Geotechnical Consultants, Inc. to identify potential hazardous waste sites in the project area (see Section 4.10 for a listing of potential hazardous waste sites).

Leaking underground storage tank (LUST) sites have the highest potential for environmental contamination. There are two known LUST sites (Jim's Texaco and Sawtelle Property) that have a high potential to affect the proposed project. A leaking underground tank was removed and replaced at the Texaco gasoline station in 1995. However, a Phase II hazardous materials study conducted in 1995 indicated elevated concentrations of volatile organic compounds and hydrocarbons in the groundwater and elevated lead levels in the soil at the Texaco station, which would be acquired for right-of-way for the proposed improvements. The Texaco station is located at 3025 Santa Clara Avenue in the northeast quadrant of the interchange. The Sawtelle property contains three 1,000-gallon underground storage tanks. The contamination appears to be shallow and not pose a threat to groundwater, according to the Ventura County Environmental Health Department. A site assessment is currently being conducted by the property owner. No property would be acquired from the Sawtelle property, which is located east of Nyeland Avenue and on the north side of Ventura Boulevard.

Other potential hazardous materials sites that have a high potential to affect the proposed project include those areas that are currently or have been historically used for agriculture. These agricultural areas may have residual levels of pesticides that would require excavated soil to be handled as hazardous material. Minor amounts of right-of-way would be required from existing agricultural properties located in the southeast quadrant of the interchange and on the west side of Santa Clara Avenue, immediately north of Auto Center Drive. Property would also be acquired for right-of-way in the southwest quadrant of the interchange, which was historically used for agriculture prior to development of the existing business park. Also, soils within and adjacent to the freeway may be contaminated by aerially deposited lead due to exhaust emissions from leaded gasoline. Lead-based paint and asbestos containing material may also be present on the Rice Avenue bridge structure and in buildings acquired for right-of-way. Yellow thermoplastic and painted traffic markings that need to be removed during construction may contain lead and chromium.

Sites with a moderate potential to affect the proposed project include Larry's Chevron/G. Paynard Property and Joyce Motors/Cars 4 Causes. A gasoline leak at the Larry's Chevron/G. Paynard Property was remediated and the site was closed on 8/4/97. Monitoring wells that were installed in 1995 are no longer evident on the site. The site, which would be acquired for right-of-way, is currently occupied by Le Town Market and is located at 2505 E. Ventura Boulevard in the northeast quadrant of the interchange. Joyce Motors/Cars 4 Causes is located at 2535 E. Ventura Boulevard. The status and number of underground storage tanks at this property is not known. This property would need to be acquired for right-of-way.

Construction in the vicinity of the sites identified above could result in the exposure of construction workers and/or the public to hazardous materials.

## Mitigation

In order to mitigate hazardous materials impacts, some or all of the following measures shall be implemented:

- *Low Potential Sites:* Hazardous material sites with a low potential to result in adverse impacts (i.e., sites adjacent to the project site with active underground storage tanks, and/or sites where historic or current use may be associated with large quantities of hazardous materials) shall be re-evaluated if construction parameters vary from the currently proposed alignment. The reevaluation is necessary to determine whether the sites should be reclassified as having a moderate or high potential to affect the proposed project.
- *Moderate Potential Sites:* A review of available environmental records, a historical land use assessment, and a site-specific inspection shall be conducted for hazardous material sites with a moderate potential to result in adverse impacts (i.e., sites within or immediately adjacent to the project site where the number and/or status of underground storage tanks on site is not reported, and/or sites within the project site with active underground storage tanks). The record review shall identify data confirming remediation of on- and offsite contamination from former LUST sites, or agency certified closure of the site. Record review results or visual inspections that indicate contamination is present in the project area shall cause medium potential sites to be treated as high potential sites.

Sites with USTs, i.e. Joyce Motors, where the status and/or number of tanks are not reported should undergo further record review to determine the status, condition, content, and number of tanks. At sites with inactive or improperly abandoned USTs, the tanks may be old and in poor condition and, therefore, should be thoroughly evaluated for condition and possible leaks. LUST sites where deep (greater than 1.5 meters (5 feet)) excavations are planned should consider drilling test holes and collecting samples as confirmation of remediation. Development of sites with non-leaking USTs shall include tank removal according to local regulations. Discovery of unknown contamination will require remedial plans.

- *High Potential Sites:* Current agency records of "high" potential sites (e.g., sites within or immediately adjacent to the project site with LUSTs that are reported as 'no action taken', or

where site assessment efforts or remediation/cleanup efforts are reported to be in progress, and/or active agricultural sites that practice chemical pest and weed control located within the project boundaries) shall be reviewed to design an investigation program to assess and verify the extent of potential contamination of surface and underlying soil, and shallow groundwater. The review shall be performed by a qualified and approved environmental consultant. Results shall be reviewed and approved by the County Health Department or state Department of Toxic Substances Control. The investigation shall include collection of samples and quantification of contaminant levels within the proposed excavation and surface disturbance areas. Subsurface investigation shall determine appropriate worker protection and hazardous material handling and disposal procedures. In addition, construction activities that require dewatering may require treatment of contaminated groundwater prior to discharge. Appropriate regulatory agencies, such as California EPA, the Regional Water Quality Control Board, and Ventura County Environmental Health Department should be notified in advance of construction so that discharge permits identifying discharge points, quantities, and groundwater treatment (if necessary) can be identified.

Areas with contaminated soil determined to be hazardous waste shall be excavated by personnel who have been trained through the OSHA recommended 40-hour safety program (29CFR1910.120) with an approved plan for excavation, control of contaminant releases to the air, and off-site transport or on-site treatment. Health and safety plans prepared by a qualified and approved industrial hygienist shall be developed to protect the public and all workers in the construction area. Health and safety plans shall be reviewed and approved by the appropriate agencies, such as the Ventura County Environmental Health Department or the state Department of Toxic Substances Control.

- *Residual Pesticides:* Soil samples should be collected in construction areas in the project area south of U.S. 101 where the land has historically or is currently being farmed to verify and delineate the extent of pesticide contamination. Excavated materials containing elevated levels of pesticide will require special handling and disposal procedures. Standard dust suppression procedures should be used in construction areas to reduce airborne emissions of these contaminants and reduce the risk of exposure to workers and the public. Regulatory agencies for the State of California and County of Ventura should be contacted to plan handling, treatment, and/or disposal options.
- *Aerially Deposited Lead:* The presence of aerially deposited lead shall be confirmed before or during the design phase of the project in order to develop proper plans for reuse of the affected soil within the project limits or disposal of contaminated soil at a landfill that is permitted to accept hazardous waste. The aerial lead site investigation study and report shall conform to the requirements of Caltrans and the state Department of Toxic Substances Control. The aerial lead study shall require subsurface soil sampling and laboratory testing for lead, soluble lead, and soil pH within existing unpaved areas that will be disturbed or regraded for the project.
- *Asbestos, Lead, and Chromium Containing Material:* A survey of buildings, structures, and pavement areas to be removed or demolished shall be conducted to assess the presence and extent of asbestos, lead, and chromium containing materials. This study should be conducted

prior to final design by a qualified and approved environmental specialist. The investigation shall include collecting samples for laboratory analysis and quantification of contaminant levels within the buildings and structures proposed for demolition, and in pavement disturbance areas. Based on these findings, appropriate measures for handling, removal, and disposal of these materials can be developed. Regulatory agencies for the State of California and County of Ventura should be contacted to plan handling, treatment, and/or disposal options. Should it be determined that asbestos containing materials are present in structures affected by the proposed project, a permit may be required from the Ventura County Air Pollution Control District prior to any work on the structures.

Additional surveys and testing to determine the extent of contamination on properties affected by the proposed project will be conducted during final design and engineering and prior to construction. Those parties responsible for contaminated soil or groundwater on sites to be acquired for right-of-way will be responsible for the cost of any remediation necessary to meet regulatory standards. Remediation will either be conducted by the responsible party prior to acquisition of the property by the City or alternatively the City may reach an agreement with the responsible party whereby the cost of remediation is deducted from the purchase price of the property, in which case the City would be responsible for remediation. In either case, hazardous materials remediation to meet regulatory standards would be conducted prior to construction.

Asbestos-containing building materials in buildings to be acquired will be removed and disposed of prior to demolition as required by law.

## 7.6 Floodplain Encroachment (Question 10)

A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) indicates that the northwest quadrant of the project site lies within Zone AH, which is defined as a 100-year shallow flooding area. The area along U.S. 101 at the eastern project limits is located within Zone AO, which is defined as an area of 100-year shallow flooding ranging from 0.3 to 1 meter (1 to 3 feet). The remainder of the project area is either located in Zone B, an area between the 100- and 500-year floods, or Zone C, which is an area of minimal flooding.

Floodplain encroachment is defined as a significant intrusion of the proposed project into a base floodplain. Encroachment would not occur in Zones B or C because neither zone exceeds the base floodplain criteria. Encroachment would not be significant in Zone AH because the area affected (0.5 hectares (1.2 acres)) represents 0.9 percent of the floodzone area. This encroachment would result in an insignificant flood-storage volume reduction. Consequently, the impact on the 100-year water surface is expected to be minor and substantially less than 1 foot. Because the proposed project would not increase water surface elevations significantly in the area, there would not be an increased risk of potential damage to nearby properties due to implementation of the proposed project improvements.

## Mitigation

Although flooding impacts are not anticipated, one or more of the following mitigation measures shall be implemented to ensure any adverse affects to the AH Zone are minimized:

- Obtain a Floodplain Development Permit before the start of construction.
- Design structural components to resist hydrostatic (where flow velocities are less than 5 feet per second) and hydrodynamic (where flow velocities are less than 10 feet per second) loads.
- Provide adequate drainage paths around structures on slopes to guide floodwater around and away from proposed structures.
- Use Best Management Practices during construction to protect surrounding land, including agricultural properties, from onsite stormwater runoff.

### 7.7 Surface Water and Groundwater Effects (Questions 11 and 14)

During project construction, sediment carried by surface runoff from the project site could increase pollutant levels in local surface waters. However, a National Pollutant Discharge Elimination System (NPDES) Permit will be required for the proposed project. In accordance with NPDES Permit requirements, a Storm Water Pollution Prevention Plan will be prepared that will identify erosion and sediment control measures or Best Management Practices to minimize the discharge of pollutants from the construction site. Consequently, no adverse impacts to local water resources are anticipated.

### 7.8 Air Quality Effects (Questions 16 and 18)

The proposed project could result in some temporary adverse impacts to air quality during the construction phase. These impacts include airborne dust from grading, demolition, and dirt hauling, and gaseous emissions from heavy equipment, delivery and dirt hauling trucks, employee vehicles, and paints and coatings. These activities may affect regional pollutants, such as ozone, or localized pollutants, such as carbon monoxide. Equipment emissions (Reactive organic compounds and nitrogen oxides) and fugitive dust emissions (PM<sub>10</sub>) during construction would exceed Ventura County Air Pollution Control District (VCAPCD) thresholds; therefore, mitigation measures would be required. However, construction-related impacts would be temporary in nature and would occur only for a short period of time.

The project would not have any adverse regional air quality impacts after construction is completed because it would not increase traffic beyond what is projected to occur without the project.

Carbon monoxide (CO) emissions are almost entirely from automobiles. CO is a localized pollutant, with concentrations decreasing rapidly with distance from the emitting source. High concentrations occur in winter when there is high vehicle density, temperature inversions that hold emissions near the ground where they can not disperse, and where vehicles are slow and idling for long periods of time. CO concentrations have been dropping throughout the state since 1993 when stricter CO emissions controls were introduced with that model year=s vehicles.

This reduction is projected to continue into the foreseeable future. Background concentrations in the coastal area of Ventura County are currently very low.

The proposed project would not cause or contribute to new localized CO violations for several reasons. First, the project does not include the development of new land uses and would not change the mix of vehicles. Second, the volume of traffic on Rice/Santa Clara Avenue and U.S. 101 would be the same with or without the project. Additionally, the proposed interchange improvements would reduce vehicle delay and idling and improve the levels of service at study intersections compared to what would occur without the proposed project. Vehicle idling is the major contributor to carbon monoxide emissions. As a consequence, the proposed project would not result in CO exceedances or create any adverse CO impacts on sensitive receptors.

Since PM<sub>10</sub> concentrations in Ventura County are well below the federal threshold (Ventura County is an attainment area for the national PM<sub>10</sub> standard) and because the proposed project would not cause an increase in traffic, operation of the proposed project would not cause or contribute to new localized PM<sub>10</sub> violations.

The proposed project is identified in the federally approved (October 6, 2000) 2000/01 – 2005/06 Regional Transportation Improvement Program (RTIP). The RTIP is in accordance with all applicable State Implementation Plans for the region and is consistent with the 2001 Regional Transportation Plan, which was adopted by the Southern California Association of Governments in April 2001 and approved by FHWA in August 2001. The proposed project is also consistent with the Ventura County Air Quality Management Plan (revised in 1997 and approved by the federal Environmental Protection Agency on April 21, 1998).

## Mitigation

To minimize potential construction air quality impacts, the project shall conform to Caltrans construction requirements, as specified in the Caltrans Standard Specifications. Section 7-1.01F (Air Pollution Control) of the Specifications states: “The Contractor shall comply with all air pollution control rules, regulations, ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances and statutes, specified in Section 11017 of the Government Code.”

To reduce potential fugitive dust emissions (PM<sub>10</sub>), all construction contractors shall comply with Ventura County Air Pollution Control District (VCAPCD) regulations, including Rule 51 (nuisance). The following actions are recommended by VCAPCD for controlling fugitive dust emissions from grading and excavation:

- Water the area to be graded or excavated before beginning grading or excavating. Use reclaimed water if available. To the extent practicable, water should penetrate sufficiently to maximize the reduction of fugitive dust during grading.
- Cover truck loads of dirt leaving the site as required by California Vehicle Code Section 23114.

- Treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or soil compaction, as appropriate. Water as often as necessary.
- Apply soil stabilization methods, such as watering, roll compaction, and use of environmentally safe dust control materials, to portions of the site that are inactive for over 4 days.
- Post signs on the construction site limiting vehicle speeds to 15 miles per hour.
- Sweep adjacent streets at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets.
- Cease grading during high winds.

To reduce reactive organic compounds and nitrogen oxide emissions, the following measures shall be implemented.

- Minimize equipment idling time.
- Maintain equipment engines in good condition and in proper tune, as per manufacturers' specifications.
- Phase construction activities to the extent feasible to minimize the amount of equipment operating at any one time, particularly during the smog season between May and October.
- Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electricity, if feasible.

## 7.9 Noise Effects (Questions 19 and 20)

Land uses, including noise-sensitive residential areas, in the vicinity of the new or realigned U.S. 101 ramps and the realigned Ventura Boulevard could experience increased traffic noise due to the proposed project improvements. A mobile home park, Valley Trailer Villa, is located in the northwest quadrant of the interchange. Two mobile home parks are located in the northeast quadrant in addition to a single-family residential area, which is located north of the commercial uses that front on Ventura Boulevard. A business park and agricultural uses are located in the southwest and southeast quadrants of the interchange, respectively.

To determine the magnitude and extent of potential noise increases, a noise study was conducted by Harris Miller Miller & Hanson Inc. Using noise measurements and a computer noise model, existing, future No Build, and future Build "loudest-hour" noise levels at representative noise-sensitive receptors were determined. The results are presented in Table 9 below. The locations

of the modeled receiver sites are shown in Figure 7. According to Caltrans' *Traffic Noise Analysis Protocol*, a traffic noise impact occurs when predicted noise levels with the project approach within 1 dBA, or exceed the Noise Abatement Criteria (NAC) shown in Table 10.

**Table 9: Existing and Future Predicted Noise Levels**

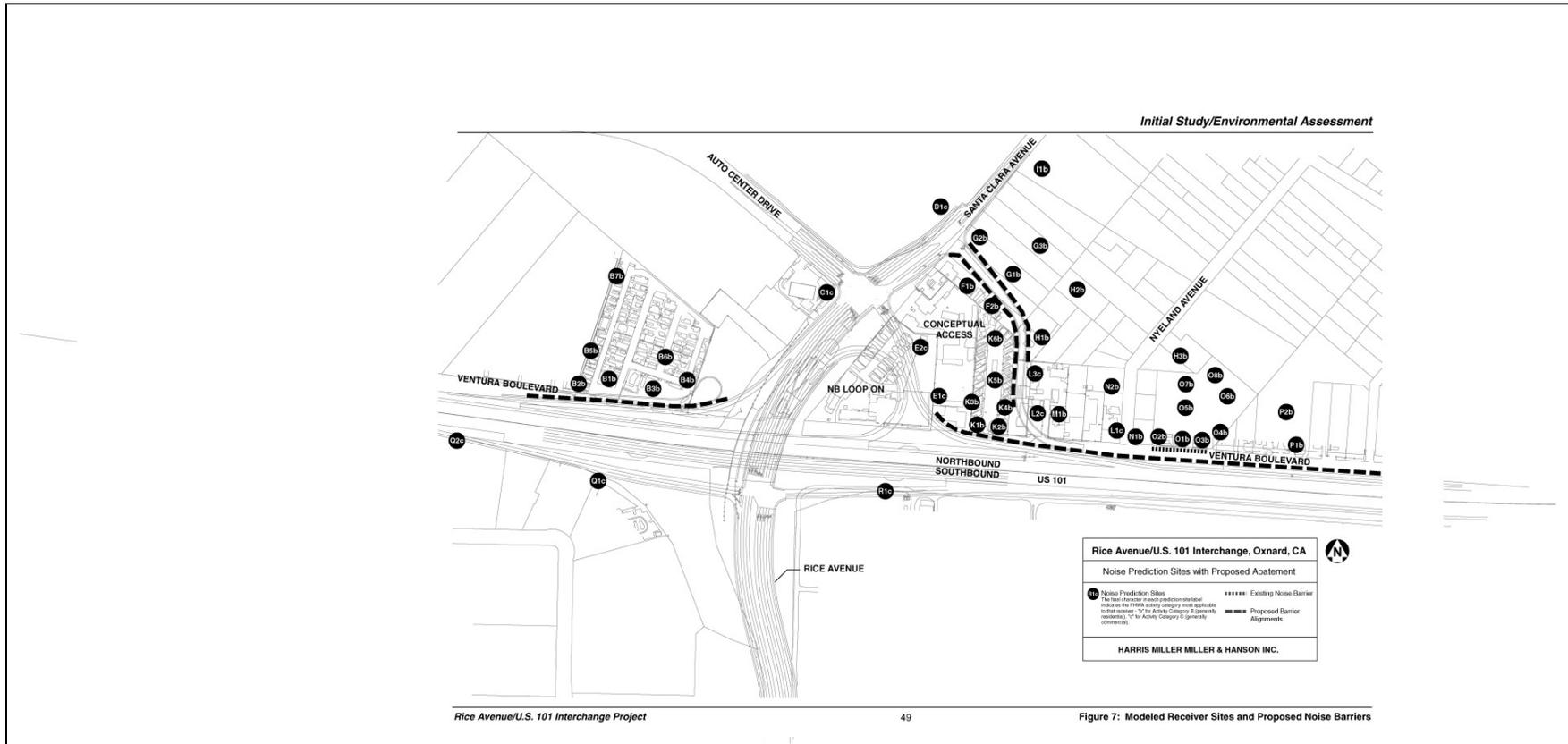
Receiver Site <sup>1</sup>	Approx. No. of Receivers Represented	Peak Noise Hour Leq (dBA)				
		Existing	Future No Build	Future Build	Future Build with Noise Barrier	Noise Reduction
B1b	2	74	74	74	68	6
B2b	2	74	74	76	68	8
B3b	6	74	74	71	68	3
B4b	5	72	72	69	68	1
B5b	6	71	71	73	68	5
B6b	28	68	68	69	66	3
B7b	23	66	66	68	65	3
F1b	4	65	66	67	65	2
F2b	2	64	64	67	63	4
G1b	3	66	66	68	62	6
G2b	2	69	70	72	68	4
G3b	10	65	65	67	63	4
H1b	5	67	67	68	62	6
H2b	8	64	64	65	61	4
H3b	7	67	67	68	62	6
K1b	1	75	75	77	66	11
K2b	1	76	76	77	67	10
K3b	3	72	72	75	68	7
K4b	3	72	72	73	65	8
K5b	9	70	70	72	66	6
K6b	12	68	69	70	67	3
M1b	1	74	74	75	66	9
N1b	1	74	74	75	66	9
N2b	8	67	67	70	63	7
O1b	2	74	74	74	68	6
O2b	2	72	72	73	68	5
O3b	2	73	73	74	66	8
O4b	4	73	73	74	66	8
O5b	11	68	68	71	65	6
O6b	6	67	67	69	64	5
O7b	8	67	67	69	64	5
O8b	4	66	66	69	63	6
P1b	7	76	76	76	67	9
P2b	11	68	68	70	65	5

Notes:

1 See Figure 7 for the locations of the modeled receiver sites.

Source: HMMH, Inc., 2000.

Figure 7: Modeled Receiver Sites and Proposed Noise Barriers



**Table 10: FHWA/Caltrans Activity Categories and Noise Abatement Criteria (NAC)**

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA Leq(h)	Description of Activities
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B.
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Caltrans Traffic Noise Analysis Protocol, 1998.

The results of the study indicate that:

- Existing loudest-hour average noise levels in the study area range from the low 60s to the high 70s dBA.
- Under future conditions with the proposed project, loudest-hour average noise levels at residential receivers in the study area would be between about 3 decibels lower than and 4 decibels higher than those that are currently experienced. Predicted noise level decreases are limited to a few residential units within the Valley Trailer Villa mobile home park, located in the northwest quadrant of the interchange and north of Ventura Boulevard. For commercial receivers, a wider variance in noise level changes are expected under future post-project conditions relative to existing conditions. At none of the study area receivers, would the projected noise level increases satisfy Caltrans definition of substantial (i.e., 12 decibels or more).
- The majority of residential receivers would be exposed to loudest-hour average noise levels that approach within 1 decibel or exceed the applicable Caltrans NAC identified in Table 10. While this conclusion applies to all analysis scenarios, the number of residential receivers exposed to such levels is expected to increase by about 10 percent under the Future Build scenario relative to both the Existing and Future No Build scenarios. The area where an increase in the number of receivers exposed to noise levels that approach or exceed the NAC would occur is located in the vicinity of the proposed realignment of Ventura Boulevard. Many of the receivers in this area are currently far enough north of U.S. 101 to experience typical peak hour average noise levels at least slightly below the applicable NAC. Most of the modeled commercial receivers in the study area were also found to be exposed to levels exceeding the NAC applicable to those uses.

In addition to operational noise impacts, construction activities associated with the Preferred Alternative have the potential to cause short-term noise and vibration impacts at nearby residences and vibration-sensitive facilities. The major potential sources of impact would be (1) pile driving operations, if required, and (2) potential night and weekend construction.

## Mitigation

Under Federal Highway Administration (FHWA) regulations, noise abatement measures are to be considered if projected noise levels approach or exceed the NAC for activities occurring on adjacent lands, or if the project will cause a substantial increase in noise levels. Additionally, according to Caltrans' *Traffic Noise Analysis Protocol*, proposed noise abatement measures must be feasible (i.e., a minimum 5-dBA reduction must be achieved at the affected receivers) and reasonable. The overall reasonableness of noise abatement is determined by considering a multitude of factors including the cost of abatement, absolute noise levels, change in noise levels, noise abatement benefits, and the date of development along the highway. Noise abatement measures could include traffic management measures, such as reductions in vehicle speeds, and/or the construction of noise barriers. Since reduced speeds typically are not an effective noise abatement, the noise study investigated the effectiveness of constructing noise barriers to reduce noise levels at affected receivers. The results of the noise study indicate that noise barriers would be effective in areas northwest and northeast of the interchange. Accordingly, the barriers described below and in Table 11 are proposed to mitigate the proposed project's traffic noise impacts. The locations of these barriers are shown in Figure 7. All of the recommended barriers are reasonable and feasible and satisfy the Preliminary Noise Abatement Decision guidelines in Caltrans' *Traffic Noise Analysis Protocol*.<sup>4</sup>

- *Northwest Quadrant Barrier:* This barrier would benefit receivers in the Valley Trailer mobile home park. It would be located on top of the retaining wall proposed between Ventura Boulevard and the realigned northbound on-ramp from southbound Santa Clara Avenue. This barrier would have a maximum height of 4.2 meters (14 feet) and would extend from the proposed cul-de-sac of Ventura Boulevard on the east to a point approximately 250 meters (820 feet) to the west.
- *Northeast Quadrant Barrier:* This barrier would benefit numerous receivers in the northeast quadrant of the study area. The barrier would extend from approximately Orange Drive on the east to a point approximately 560 meters (1,840 feet) to the west. The barrier would be located on the north side of the U.S. 101 mainline and the realigned off-ramp to Auto Center Drive and would have a maximum height of 4.2 meters (14 feet).
- *Ventura Boulevard Barriers:* Three barriers, two on the west side and one on the east side of the realigned Ventura Boulevard are proposed to reduce potential noise increases at sensitive receptors near the new roadway. The first barrier on the west side of realigned Ventura Boulevard would extend south from approximately Auto Center Drive and would follow the west edge of the realigned Ventura Boulevard for a distance of approximately 70 meters (230 feet). A small gap between this barrier and a second barrier would be provided to allow access from Ventura Boulevard to a parcel to the west. The second barrier would continue along the west edge of Ventura Boulevard for a distance of approximately 180 meters (590 feet). The barrier on the east side of Ventura Boulevard would extend south from Auto

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<sup>4</sup> For a more detailed discussion of the reasonableness and feasibility of the proposed noise barriers, please see the *Traffic Noise Study*.

Center Drive for a distance of approximately 160 meters (525 feet). The recommended maximum heights for the barriers would vary from 2.4 meters (8 feet) to 3.0 meters (10 feet) depending on whether “absorptive” or “standard” barrier materials are used, respectively.

The barrier in the northwest quadrant (Barrier B) would provide noise reductions of about 1 to 8 dBA. For the barriers recommended east of the interchange (Barriers EP, F, K, and GH), noise reductions would range from 3 to 11 dBA at the modeled receivers.

**Table 11: Preliminary Noise Barrier Recommendations**

Barrier <sup>1</sup>	Approximate Location	Type <sup>2</sup>	Total Length	Height <sup>3</sup>	Loudest-Hour Noise Levels with Barrier dBA	Noise Reduction dBA	No. of Benefited Receivers <sup>4</sup>
B	NB On-ramp	S	250 m (820 ft)	4.2 m (14 ft)	65-68	1-8	10
EP	NB Off-ramp	S	560 m (1,840 ft.)	4.2 m (14 ft.)	61-68	3-11	99
F	See Figure	S	70 m (230 ft.)	2.4-3 m (8-10 ft.)			
K			180 m (590 ft.)	2.4-3 m (8-10 ft.)			
GH			160 m (520 ft.)	4.2 m (14 ft.)			
F	See Figure	A	70 m (230 ft.)	2.4 m (8 ft.)			
K			180 m (590 ft.)	2.4 m (8 ft.)			
GH			160 m (520 ft.)	2.4 m (8 ft.)			

Notes:

<sup>1</sup> Barriers F, K, and GH are listed twice to represent the two different types of barrier materials (i.e., standard or absorptive) that could be used for these barriers.

<sup>2</sup> S = Standard Barrier Materials; A = Absorptive Barrier Materials; Use of absorptive barrier materials would reduce reflected noise that occurs when there is a situation where there are parallel barriers constructed using standard materials such as along Ventura Boulevard. For barriers F, G, and GH, taller barriers would be required if standard construction materials are used.

<sup>3</sup> The heights shown are for the central portion of the noise barrier. Heights at either end of the barriers would be tapered downward. Please see the Traffic Noise Study for additional details.

<sup>4</sup> A “benefited” residence is one that receives a least 5 dB of noise reduction from noise abatement. .

Source: HMMH Inc., 2001.

To minimize potential construction noise impacts, existing noise abatement regulations for construction equipment shall be enforced. Caltrans Standard Specifications (Sections 7 and 42) and Standard Special Provisions, which provide limits on construction noise levels, shall be used for the proposed project as appropriate. Normally, construction noise levels should not exceed 86 dBA ( $L_{max}$ ) at a distance of 15 meters (50 feet).

Additionally, Caltrans and the City shall identify, prior to approval of the final design, those locations where proposed permanent noise barriers could be constructed early in the construction process. By constructing these permanent barriers early in the process, nearby noise-sensitive receptors could be shielded from noise generated by subsequent project-related construction activities. Temporary noise barriers shall also be investigated and installed, as necessary, prior to construction. For example, excess dirt, however it exists now on the project site, could be used as berms to block the noise of heavy construction equipment.

Consistent with Article V of Chapter 19 of the Oxnard City Code, any construction activities occurring outside of the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, or at any time on Sunday, shall comply with City of Oxnard noise level standards.

#### 7.10 Light, Glare, and Shadows (Question 21)

The introduction of a two-lane roadway would have a potentially adverse visual effect on the areas surrounding the realigned Ventura Boulevard due to the introduction of new sources of light and glare. However, given that there are numerous sources of existing artificial light in immediate area due to the presence of commercial and residential uses and vehicular traffic on local roads and the U.S. 101 freeway, the increase in lighting would not be substantial.

Additionally, it should be noted that new noise barriers (soundwalls) are recommended (see Section 6.9 above) along the proposed realigned Ventura Boulevard, which would shield residences from light and glare from motor vehicles traveling on the roadway.

#### 7.11 Effects on the Diversity or Number of Plant Species (Question 22)

The proposed project would not result in the loss or effect the diversity of any state or federally listed sensitive plant species. The approximately 273 trees that could be removed due to the proposed project consist primarily of Eucalyptus and nonnative tree species.

#### Mitigation

Although no impacts to rare or endangered plant species are anticipated, removal of all trees including non-native species is regulated by the City of Oxnard. Therefore, removal of existing trees shall be provided as outlined in Section 4 of the *City of Oxnard Parks and Recreation Department Landscape Standards* (1998). According to the City's landscape standards, before construction begins, the trees that would be displaced by the proposed project shall be identified. A certified arborist's report and evaluation of these trees would then be required. No trees may

be removed without the authorization of either the Parks and Recreation Department or the City Council.

If written approval for the removal of the trees is granted, an economic evaluation of the trees' value would be made, based on the arborist's report. The City of Oxnard requires that trees subject to removal must be replaced. In accordance with City policy, the economic value of the displaced trees would be the basis for determining the number of additional trees and/or increased tree sizes for the project. The minimum box size for the replacement trees would be 24 inches and the replacement ratio would be 3:1 in accordance with City of Oxnard standards. All removed trees would be replaced with trees of the same species, or a comparable native species approved by the City and Caltrans. Drought resistant species shall be used whenever possible. It is expected that the tree sizes, species, and replacement ratios would be consistent with those used for the Rose Avenue/U.S. 101 Interchange project, which were developed in accordance with City of Oxnard, Caltrans, and CEQA standards. Any additional landscaping that would be removed by the proposed project must also be approved by the Parks and Recreation Department, and suitable replacement landscaping (also subject to approval by the Parks and Recreation Department) would be provided. The arborist's report will also identify and discuss existing trees to be retained. The discussion shall include mitigation for any proposed grade changes, required root pruning, required crown reduction, etc., that may be necessary to accommodate construction activities. The City will also investigate relocating existing trees where economically feasible.

Application of the City of Oxnard landscape replacement requirements would also serve to mitigate potential biological impacts resulting from the removal of a native tree species, as long as the required 24-inch box tree replacement was of the same species as the removed tree.

#### 7.12 Introduction of New Plant Species (Question 24)

On February 3, 1999, President Clinton signed Executive Order 13112 and Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive species. Nonnative flora and fauna can cause substantial changes to ecosystems, upset the ecological balance, and cause economic harm to our nation's agricultural and recreational sectors.

Under the Executive Order, Federal agencies cannot authorize, fund, or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize risk of harm have been analyzed and considered. Complying with the Executive Order means that Federal-aid and federal highway program funds cannot be used for construction, revegetation, or landscaping activities that purposely include the use of known invasive plant species.

While the vast majority of trees subject to removal as a result of the proposed project are non-native, they are not listed as invasive species on either the Federal or State list. Therefore, replanting of these trees as visual mitigation would not result in an adverse invasive species effect. In addition, the proposed intersection improvements would not result in new access to previously inaccessible areas, and would therefore not increase the risk of inadvertently

spreading invasive species to new areas. The proposed project would also not result in a substantial change to the type of access available in the project area, and would therefore not result in an increased risk of invasive species introduction due to new types of transportation. However, Best Management Practices should be employed to ensure that no unforeseen invasive species impacts occur due to construction activities or revegetation.

## Mitigation

Invasive species are not anticipated to be introduced as a result of the proposed project. However, the following Best Management Practices shall be implemented in order to ensure that no invasive species are inadvertently introduced during construction activities or revegetation:

- All equipment cleaning shall be conducted away from areas containing native plant assemblages.
- All equipment shall be cleaned prior to entering the work area from a distant locale.
- All post-construction landscaping shall use species that, if not native, are not invasive.
- A post-construction inspection by a landscape architect and District Biologist shall be conducted to determine if the introduction of invasive species has been prevented. If not, eradication methods shall be included in any post-construction mitigation plan.

### 7.13 Effects on Agricultural Land (Question 25)

Two agricultural properties would be affected by the Preferred Alternative. Impacts to the parcel in the northwest quadrant of the interchange north of Auto Center Drive would be limited to acquisition of a narrow strip of land along Santa Clara Avenue on which no crops are grown. The area to be acquired is approximately 5 to 10 meters (17 to 33 feet) wide by 160 meters (525 feet) long or approximately 0.16 hectares (0.4 acres) in size. This acquisition represents a very small percentage (less than 1 percent) of the 26-hectare (65-acre) area occupied by the agricultural property northwest of the interchange

The parcel in the southeast quadrant of the interchange, which is listed by the State of California both as prime farmland and as farmland of statewide importance, would experience greater impacts. The proposed project would require the acquisition of a strip of land from the west side of the property approximately 20 meters (65 feet) wide and 300 meters (895 feet) long and the acquisition of a strip of land from the north side of the property approximately 5 to 25 meters (17 to 82 feet) wide and 560 meters (1,840 feet) long. These acquisitions would total approximately 1.4 hectares (3.6 acres) in area and would result in the displacement of some crop-producing land. However, the 1.4 hectares (3.6 acres) represents less than 2 percent of the approximately 81-hectares (200-acre) agricultural property. Consequently, the proposed acquisitions would not substantially reduce the total lot area. The 3.6 acres also represents less than 0.0003 percent of the total farmable land in the county. In addition, although this property is currently used for agriculture, it is officially designated as an urban land use area in the Ventura County General Plan and a commercial/industrial land use area in the City of Oxnard General Plan. Therefore,

this property is not subject to the Save Open-Space and Agricultural Resources (SOAR) initiative passed in November 1998, and the acquisition would not affect land designated as permanent agricultural lands.

#### 7.14 Introduction of New Animal Species and Effects on Migration (Question 29)

For a discussion of effects related to Executive Order 13112, Invasive Species, please see Section 6.12: Introduction of New Plant Species.

While no sensitive species have been identified in the area, trees within the project area may provide nesting sites for migratory birds. The Migratory Bird Treaty Act (16 U.S.C. § 703 *et seq.*) protects the nests of all native birds. The removal by the project of one or more active nests of birds protected by the Migratory Bird Treaty Act (MBTA) would be a violation of the MBTA, and thus a significant impact under CEQA. Additionally, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit takes of all birds and their active nests. Removal of abandoned nests, however, would not violate the MBTA or California Fish and Game code.

#### Mitigation

- If feasible, tree removal activities shall be scheduled outside of the breeding bird season, which occurs generally from March 1 through August 31 (but as early as February 1 for raptors).
- Beginning 30 days prior to disturbance of suitable nesting habitat during the breeding season, a qualified ornithologist shall conduct weekly surveys in the affected habitat, with the last survey conducted not more than 2 days prior to the initiation of tree removal/habitat.
- If breeding birds are encountered, a minimum 500-foot buffer for raptors and 300-foot buffer for all other native species shall be established as off-limits for construction until the young have fledged and there is no evidence of a second nesting attempt. Limits of construction in the field to maintain the proper buffer distances are best accomplished, when feasible, with construction fencing; otherwise, flagging and stakes can be used.
- Construction personnel shall be instructed on the sensitivity of the area.
- Documentation of compliance with the applicable state and federal laws pertaining to the protection of native birds shall be completed and submitted to the California Department of Fish and Game upon project completion.
- If construction in zones of one or more active bird nests cannot be avoided, the City shall consult as appropriate with the California Department of Fish and Game and U.S. Fish and Wildlife Service to discuss the potential loss of nests covered by the MBTA and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, and to obtain

appropriate approvals authorizing activities that may otherwise result in MBTA or Fish and Game code violations.

Implementation of the measures above would mitigate impacts to migratory birds.

#### 7.15 Effects on Community Plans, Policies, and Goals (Question 31)

In the northeast quadrant of the project area, the proposed project would result in the full acquisition of two single-family residences, encompassing approximately 46,392 square-feet of land, or slightly over 1 acre. The proposed project would also result in 10 partial residential acquisitions in the same quadrant, largely along Santa Clara Avenue. In addition, full acquisition of one mobile home park would be required, resulting in the displacement of approximately 18 mobile home units. Displacement of the mobile homes would conflict with Policy 3.6 of the City's Housing Element, which proposes that the City support the "conservation of mobile home parks, historic neighborhoods, publicly-subsidized housing, and other sources of housing that is affordable to lower-income households." To mitigate impacts to displaced residents, the properties shall be acquired and relocation assistance provided in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (see Section 6.16, Mitigation for a discussion of relocation benefits and policies). Acquisition of the two single-family residences and resulting changes in land use would also conflict with the land use designations shown on the City of Oxnard's 2020 General Plan Land Use Map, however, the proposed interchange improvements are consistent with the Circulation Element of the City's General Plan, which shows an interchange at this location. Additionally, the area affected is relatively small, and the proposed improvements would not substantially change the residential character of the area as a whole.

The proposed project would also require the full acquisition of 12 businesses located on a total of 7 properties along East Ventura Boulevard, east of Santa Clara Avenue. This area is designated by the General Plan for commercial uses, and is also listed as an Infill/Modification Area meant to encourage business growth. Therefore, the displacement of businesses in this area may conflict with land use policies and designations. The proposed improvements may also, however, be seen as aiding in the commercial development of the area by providing improved access, and in this case would not conflict with the General Plan.

A total of 15 commercial properties would be subject to partial acquisitions for additional right-of-way to accommodate the Rice Avenue/U.S. 101 Interchange improvements. None of these acquisitions would substantially affect the land use patterns and designations in the area.

Additional information regarding property acquisitions associated with the proposed project is provided in the Draft Relocation Impact Report (DRIR) dated January 2001.

The proposed project is intended to meet the existing and/or projected traffic demand based upon the local land use plans.

The proposed project is also consistent with the 2001 Regional Transportation Plan (RTP). The 2001 RTP is one of five core chapters of SCAG's Regional Comprehensive Plan and Guide

(RCPG). The RCPG is intended to serve the region as a framework for decision making with respect to the growth and changes that can be anticipated during the next 20 years and beyond. In addition, the RCPG describes how the region will meet certain federal and state requirements with respect to transportation, growth management, air quality, housing, hazardous waste management, and water quality management. The proposed project is consistent with and supportive of core and ancillary policies of the RCPG.

## 7.16 Effects on Population Distribution, Housing, and Residential Displacement (Questions 33 and 37)

### **Residential Property Acquisition and Displacements**

The effects of the proposed project related to residential property acquisitions and displacements are detailed in the Draft Relocation Impact Report (DRIR) dated January 2001.

As described in the DRIR, construction of the proposed interchange improvements would result in the displacement of two single-family residences and 18 mobile homes. At an average of 3.44 persons per household in the City of Oxnard, this would result in the displacement of approximately 69 persons. Due to the relatively small number of people displaced, however, the proposed project would not result in a substantial change in the distribution of the population in the City of Oxnard or Ventura County.

Two single-family residences would be fully displaced by the Preferred Alternative, one at 3222 Santa Clara Avenue and the other at 3259 Nyeland Avenue. While adverse, these property acquisitions represent a negligible portion of the City of Oxnard's total single-family housing stock.

The proposed project would also require partial acquisitions of several other single-family and multi-family residences; however, the acquisitions would be limited to non-critical areas such as parking and landscaping, and no structures would be affected.

The proposed project would require the acquisition of the Owl Mobile Home Park (2535 Ventura Boulevard) and the subsequent displacement of all 18 mobile homes currently located in the park. The displacement of these housing units would represent an adverse effect of the proposed project, both because of the age of the structures and the limited relocation resources available in the City of Oxnard. The great majority of the mobile homes that would be displaced appear to be over 30 years old and may not be able to be moved without irreparable damage. As noted in the DRIR, there are 22 mobile home parks in the City of Oxnard, but only two of them have rents comparable to Owl Mobile Home Park. Given the consistently low vacancy rates and the high average rents at the other parks, finding vacant, affordable spaces to which the displaced units could be relocated may be difficult.

Given the demographic characteristics of the project study area (see Section 4.3.1 above), it is reasonable to assume that most residents displaced by the project would be low-income and minority persons. The effects of property acquisitions and displacements on these population groups are outlined below in Section 6.18: Minority and Special Group Effects.

## **Growth Inducement**

The purpose of the Rice Avenue/U.S. 101 Interchange project is to alleviate congestion and increase safety. As such, the proposed project would contribute to greater mobility of people and goods, thereby stimulating economic conditions and potentially expanding development opportunities within the City of Oxnard, and particularly in the project study area.

In the project area, commercial and industrial development may be facilitated as a result of improvements to the Rice Avenue/U.S. 101 Interchange. This particularly applies to the business park located southwest of the interchange. Although much of the business park is currently vacant, the City of Oxnard *2020 General Plan* calls for not only filling existing vacancies, but expanding the park east of Rice Avenue to an area that is currently used for agriculture. This agricultural area is also located in a Specific Plan area. One of the objectives of the Specific Plan is to encourage development of commercial and light industrial uses in the area. The proposed interchange improvements would aid in these goals by providing better access and safety, especially for truck traffic associated with light industrial land uses.

## **Mitigation**

To mitigate impacts to displaced residents and businesses, properties shall be acquired and relocation assistance provided in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended* (42 USC Secs. 4601-4655) (Uniform Act) and the *California Relocation Act* (Cal. Gov't. Code Section 7260 *et. seq.*). The following sections summarize pertinent aspects of the property acquisition and relocation process. Additional information is provided in the DRIR.

## **Relocation Advisory Assistance**

The City of Oxnard will provide relocation advisory assistance to eligible persons displaced as a result of the acquisition of real property for public use, in accordance with Caltrans policies and the Uniform Act. The City of Oxnard will assist displaced persons in obtaining replacement housing by providing current and continuing information on the availability and prices of rental units for both multi-family and mobile home that are comparable and “decent, safe, and sanitary” replacement dwellings. Eligible displaced persons will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VI of the *Civil Rights Act of 1964*. Replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. This assistance will also include referrals to appropriate services provided by public and private agencies in the area. The City will also seek to minimize the effects of relocation by including a clause in affordable housing agreements that would give a preference to prospective residents who have been displaced by public actions such as the proposed project.

### **Relocation Payments**

The City of Oxnard will help eligible displaced persons by paying certain costs and expenses, in accordance with the Uniform Act. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual moving expenses to a new location within 80 kilometers (50 miles) of the displaced persons' property. Any additional moving costs incurred by moving in excess of 80 kilometers (50 miles) from the displaced persons' current unit will be the responsibility of the displaced persons. Displaced occupants may also qualify to receive a rental differential payment. This payment is made when it is determined that the cost to rent a comparable "decent, safe, and sanitary" replacement dwelling would be more than the present rent of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase.

Eligible displaced persons will be assigned to a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displaced persons jeopardizing or forfeiting any of their benefits or payments.

### **Mobile Home Relocations**

The City of Oxnard Municipal Code provides special considerations and requirements for the closure of mobile home parks. However, pursuant to Section 17.1-63, public agencies that are required to comply with the relocation requirements of California Government Code Section 7260, due to the displacement of a person or persons from a mobile home, are exempt from the City code requirements. The City of Oxnard will be required to comply with California Government Code Section 7260 in addition to the Uniform Act.

Additionally, there are potential housing resources and programs (see Appendix E – Comment Letters and Responses, page E-10) in the City of Oxnard that may be available to and could benefit the displaced residents. The City is committed to providing one or more of these assistance programs to the Owl Mobile Home Park tenants. If none are applicable, the City will provide a last resort housing program.

### **7.17 Effects on Community and Neighborhood Character (Questions 34 and 36)**

The proposed project would result in the full acquisition of the Owl Mobile Home Park, including all 18 mobile homes in the park. Certain characteristics of this mobile home park, including its longevity, physical and spatial attributes, and demographic profile, are indicative of an established cohesive community. The mobile homes in this park appear to be over 30 years old, which may suggest that some aspects of cohesiveness and neighborhood character have developed over time among long-term residents. In addition, this mobile home park is relatively small and is surrounded by commercial properties or roadways, thereby contributing to a sense of community through spatial proximity. Finally, the demographic data for the area in which the park is located (see Section 4.3.1 above) show substantial proportions of minority and low-

income persons. It can reasonably be assumed that residents of the mobile home park fall within one or both of these groups. (Additional information regarding the effects of the proposed project on minority and low-income segments of the community is provided below in Section 6.18: Minority and Special Group Effects.) To the extent that demographic and physical characteristics have enabled a shared sense of stability to develop, some degree of community cohesion likely exists in this mobile home park.

The full acquisition of the Owl Mobile Home Park would adversely affect an established community by permanently displacing all of the residents from the park. Although eligible residents would be entitled to relocation assistance, it is very unlikely that the community could be relocated intact. As noted in the DRIR, the availability of mobile homes in the City of Oxnard is constrained by an extremely low vacancy rate and rents that exceed those in the Owl Mobile Home Park. Thus, a more likely relocation scenario is one that would result in residents being dispersed throughout the City. For those residents who have come to rely on neighbors or have otherwise formed relationships in the park, the dissolution of their present residential community would be an adverse effect of the proposed project. Relocation assistance programs would generally not account for this intangible loss of community cohesion. Over the long term, however, it can be expected that these kinds of effects would be minimized as residents establish connections to their new communities. The adverse effects would also be reduced to some extent as displaced residents compensate for the loss of the residential community through their participation in other community-like settings such as religious institutions, schools, and social and recreational groups.

The proposed project would displace 12 businesses in the area (see Section 6.19 below). Insofar as several of these businesses, including three restaurants and a market, may primarily serve the residents in the immediate vicinity and may contribute to the economic vitality of the area, their loss could affect the community. It is not expected that this effect would be adverse over the long term, since none of the displaced businesses is known to be so uniquely critical to the community that other similar establishments in the area could not be adequate substitutes. In addition, the number of employees that would be displaced (i.e., approximately 46 persons) does not constitute a significant portion of the employment available in the City of Oxnard. It is also improbable that the displaced businesses are the principal source of employment for nearby residents. As is typical of most communities in Southern California, employment centers are dispersed throughout the region and do not always coincide with residential centers.

The effects of residential displacements to the much larger single-family residential area to the east and north of the interchange, which is known as Nyeland Acres, would be limited to two single-family residences. Because this represents only a negligible loss in terms of numbers of residences in that area, it is not anticipated that an adverse effect on community cohesion would result.

The residents who are not displaced and remain in the area would be affected by construction-related impacts (e.g., dust, odors, noise, traffic delays) as well as changes to neighborhood access once the interchange improvements are completed. There are currently no major through-roads in the neighborhood, and the proposed realignment of Ventura Boulevard would expose residents of both single-family residences and mobile homes in the immediate area to multiple, new

traffic-related impacts (noise, air pollution, etc.). The proposed project would not, however, divide the single-family residential neighborhood to the northeast. It would further isolate the residents of the Country Squire Mobile Home Park from the surrounding single-family neighborhood, but because the park is already isolated by a fence and given the fact that its only entrance is located on Ventura Boulevard away from other neighborhood access routes, this impact would not be substantial. Noise barriers will be constructed to mitigate the adverse noise effects the proposed realignment of Ventura Boulevard would have on the surrounding residential community (see Section 6.9 above).

### 7.18 Minority and Special Group Effects (Question 35)

The proposed project would adversely affect minority and low-income persons who reside in the project area. The two census tracts that encompass the project area have a predominantly minority population, ranging from 74 percent to 99 percent, and the great majority of the minority population in this area is comprised of persons of Hispanic origin. According to 1990 U.S. Census data, these minority concentrations are significantly higher than those in either the City of Oxnard or Ventura County. Minority groups accounted for 68 percent of the population in the City of Oxnard and only 34 percent in Ventura County in 1990. Additionally, between 17 percent and 20 percent of the population in the project area had household incomes below the U.S. Census poverty threshold in 1990, whereas 13 percent of the population of the City of Oxnard and only 7 percent of the population of Ventura County had household incomes below the poverty threshold in 1990.

Potential adverse effects to the population in the project area, including minority and low-income population groups, would primarily involve residential and business displacements, temporary construction-related impacts (e.g., dust, odor, noise, traffic delays), and traffic noise impacts once the interchange improvements are completed. The effects of residential and business displacements are described more fully in Sections 6.16 and 6.19. Temporary construction-related effects are generally examined in Section 6.28, with more specific analyses provided in the appropriate sections of Chapter 6 (i.e., Section 6.8: Air Quality Effects, Section 6.9: Noise Effects, Section 6.10: Light, Glare, and Shadows, Section 6.23: Effects on Traffic and Transportation) The long-term effects to the project area population from noise are described above in Section 6.9. For each of the aforementioned adverse effects that have been identified, mitigation has been proposed to substantially reduce or eliminate those effects.

#### 7.18.1 *Environmental Justice*

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, signed on February 11, 1994, directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse human health or environmental effects of federal projects and programs on minority and low-income populations to the greatest extent practicable and permitted by law. The term “minority” includes persons who identify themselves as Black, Asian/Pacific Islander, Native American, or of Hispanic origin. The term “low-income” includes persons whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. A different threshold (e.g., U.S. Census Bureau poverty threshold) may be utilized as long as it is

not selectively implemented and is inclusive of all persons at or below the HHS poverty guidelines. For purposes of this analysis, the U.S. Census Bureau poverty thresholds for 1990 have been used because current income data for this area that could be compared to the current HHS poverty guidelines were not available. Thus, pending the release of additional data from the 2000 U.S. Census, median household income data from the 1990 U.S. Census have been used in conjunction with the 1990 poverty thresholds.

The discussion of environmental justice that follows has been prepared in accordance with the applicable guidance for addressing environmental justice, including: DOT Order 5610.2 (April 15, 1997), FHWA Order 6640.23 (December 2, 1998), and FHWA Western Resource Center Interim Guidance (March 2, 1999). Consistent with this guidance, the environmental justice analysis for the proposed project describes: (1) the existing population and the presence of minority and low-income population groups; (2) potential adverse effects on the project area population, including minority and low-income population groups; (3) disproportionately high and adverse effects on minority and low-income population groups; and (4) community outreach and public involvement efforts.

### **Existing Population**

As noted above, the population of the two census tracts in the project area is characterized by substantial proportions of both minority and low-income persons (i.e., 74 to 99 percent minority and 17 to 20 percent low-income). The proportions of these groups in the project area are greater than in either the City of Oxnard (68 percent minority and 13 percent low-income) or Ventura County (34 percent minority and 7 percent low-income). Additional information about the demographic characteristics of the project area is provided above in Section 4.3.1 and in the Draft Socioeconomics and Land Use Report (January 2001).

### **Adverse Effects to Overall Population**

It has been documented that the proposed project has adverse effects on all segments of the population, including minority and low-income population groups. These effects would include residential and business displacements, temporary construction-related impacts (e.g., dust, odor, noise, traffic delays), and traffic noise impacts once the interchange improvements are completed. The effects of residential and business displacements are described more fully in Sections 6.16 and 6.19. Temporary construction-related effects are generally examined in Section 6.28, with more specific analyses provided in the appropriate sections of Chapter 6 (i.e., Section 6.8: Air Quality Effects, Section 6.9: Noise Effects, Section 6.10: Light, Glare, and Shadows, Section 6.23: Effects on Traffic and Transportation) The long-term effects to the project area population from noise are described above in Section 6.9. Mitigation has been proposed to eliminate or reduce the effects of the proposed project to a less than adverse level.

Project planning and development efforts have also been undertaken to avoid or minimize the potential adverse effects of the proposed interchange improvements on the community. The Preferred Alternative would result in fewer potential impacts, including right-of-way impacts, than previous alternatives that have been developed over the life of the project since the first

proposals over 15 years ago (see Section 3.2 for a discussion of previous alternatives withdrawn from consideration).

It should also be noted that the proposed project would be likely to result in some direct and indirect benefits to all project area residents, including minority and low-income populations, by improving transportation access, mobility, and safety. The entire community would be afforded a transportation facility that operates more efficiently and safely.

### **Disproportionately High and Adverse Effects to Minority and Low-Income Populations**

Taking into consideration the mitigation measures that have been proposed, the impact avoidance and minimization efforts that have occurred during the project planning and development process, and the potential benefits that would accrue to the community, the effects of the proposed project on the population as a whole would be less than adverse. Because, however, there exist certain extenuating factors unique to the minority and low income populations in the project area, environmental justice considerations require an assessment of whether the effects of the project on those groups could be considered disproportionately high and adverse.

The determination of whether or not the effects of the proposed project are disproportionately high and adverse depends on whether (1) the effects of the project are predominately borne by a minority or low-income population, or (2) the effects of the project are appreciably more severe or greater in magnitude to minority or low-income populations compared to the effects on non-minority or non-low-income populations.

Other than transient effects to motorists passing through the interchange, most of the potential effects that have been identified would be limited to the immediate vicinity and its residents. The demographic data for the project area, confirmed by field investigations of the area, suggest that the community is largely comprised of minority and low-income residents. In this regard, it can be argued that the effects of the project are substantially borne by a minority and low-income population. Nonetheless, there is no evidence that this result has occurred intentionally, since the project involves an existing facility that has shared its location with the surrounding community for many years. The proposed improvements also bear no particular relationship to the demographic characteristics of the area except to the extent that efforts have been made to avoid or minimize effects on the community. Additionally, recent demographic information from the 2000 U.S. Census indicates that nearly any development project in the City of Oxnard will occur in an area with a substantial minority population. In the *Census 2000 Brief: The Hispanic Population* (May 2001), the City of Oxnard is identified as having the ninth highest proportion of Hispanic persons of all places in the United States with populations over 100,000. Thus, effects to a minority population are unavoidable to some degree in this particular area.

The effects that have been described elsewhere in this environmental document would, for the most part, not be appreciably more severe or greater in magnitude than the effects on the population as a whole. The construction-related disruptions associated with the proposed project are commonplace throughout an increasingly urbanized and developing region like Southern California, where all kinds of construction activities occur in multiple areas regardless of the

demographic characteristics of those areas. And not unlike most transportation improvements, the primary factors in determining the purpose of and need for the project have been safety and traffic congestion considerations unrelated to any specific population groups. With respect to the residential and business displacements that would be required, the effects would clearly be disruptive to those persons and businesses involved, but would not be markedly different than the effects of displacements that occur with other public works projects. As detailed in the description of residential and business displacements in Sections 6.16 and 6.19, the special requirements of the community are known to the City of Oxnard, Caltrans, and FHWA, and will be taken into account as part of the relocation process. To this end, the City of Oxnard has sought to minimize the effects of residential displacements by including a clause in affordable housing agreements that would give a preference to prospective residents who have been displaced by public actions such as the proposed project.

### **Community Outreach and Public Involvement**

Efforts have been and will continue to be made to ensure meaningful opportunities for public participation during the project development and review process. A public hearing was held on the draft environmental document and proposed project. A notice of the public hearing was provided in English and Spanish, mailed to property owners and tenants in the immediate project area, and placed in local newspapers, including a Spanish language newspaper. A Spanish translator was available at the public hearing to assist Spanish speaking persons. The City of Oxnard, Caltrans, and FHWA are committed to providing community outreach and public involvement programs that will actively and effectively engage the affected community and will include mechanisms to reduce cultural, language, and economic barriers to participation. Chapter 7 provides additional details regarding the consultation and coordination efforts associated with the proposed project.

The proposed project will also comply with applicable federal requirements promulgated in accordance with Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency* (August 11, 2000), which requires that federal programs and activities be accessible to persons with limited English language proficiency.

The proposed project has been developed in accordance with Title VI of the Civil Rights Act of 1964, which provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In addition, the project has been developed in conformity with related statutes and regulations mandating that no person in the State of California shall, on grounds of race, color, sex, age, national origin, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on the behalf of the California State Department of Transportation.

### 7.19 Business and Employment Effects (Question 38)

The proposed project could result in the full displacement of 12 non-residential income-generating properties including one motel business, three restaurants, and 8 sales or rental businesses, which are identified below.

- |                                    |                           |
|------------------------------------|---------------------------|
| • San-C Motel                      | 3015 Santa Clara Avenue   |
| • Super Chivas                     | 2515 E. Ventura Boulevard |
| • A&M's Roadhouse                  | 2515 E. Ventura Boulevard |
| • Taco Hut                         | 3015 Santa Clara Avenue   |
| • Sunshine Manufactured Homes      | 2375 E. Ventura Boulevard |
| • Texaco Gas Station and Mini-mart | 3015 Santa Clara Avenue   |
| • Le Town Market                   | 2505 E. Ventura Boulevard |
| • Cars 4 Causes                    | 2535 E. Ventura Boulevard |
| • Spas West                        | 2595 E. Ventura Boulevard |
| • Vacant Commercial Building       | 2641 E. Ventura Boulevard |
| • Octolan Auto Sales               | 2651 E. Ventura Boulevard |
| • Summit Pools                     | 2595 E. Ventura Boulevard |

Partial acquisitions would also be required from an estimated 15 parcels containing the following non-residential uses: one restaurant, three sales or rental businesses, two office buildings, a retail outlet center, a parking lot, four vacant parcels designated for office or retail use, one industrial property, and two agricultural properties (see Section 6.12 for a discussion of impacts to agricultural properties). These partial acquisitions would generally be limited to small strips of land and to non-critical, unimproved areas. A partial acquisition of property from the Quinn CAT Rental Store at 3170 Santa Clara Avenue would be the only instance where a building would be displaced (i.e., a warehouse building at the southwest corner of the property). However, since the remaining property is relatively large enough to permit construction of a replacement warehouse, and because the warehouse is one of several structures on the property, full displacement of this business is not anticipated to be necessary.

The partial property acquisitions would also displace parking spaces at two properties. At the Quinn CAT Rental Store at 3170 Santa Clara Avenue, of the 17 current on- and off-street parking spaces, 9 on-street parking spaces and 4 off-street parking spaces would be displaced, with 4 off-street parking spaces remaining. Although the majority of existing parking spaces would be displaced, it is not expected that an adverse effect to this business would result. As noted above, the site on which the business is located is relatively spacious and would likely allow for replacement of most or all of the displaced parking spaces. At the second affected parcel, an overflow parking lot for the ITT Institute of Technology at the corner of Solar Drive and Lockwood Street, the proposed project would displace about 20 parking spaces along the north side of the parcel. The remaining 90 spaces in the lot would be unaffected. The loss of 20 spaces in this lot is unlikely to have an adverse effect on the ITT Institute because there appears to be sufficient area in the parking lot to re-stripe replacement parking spaces. In addition, this parking lot appears to serve only as an overflow facility. The main parking areas for the ITT

Institute are located adjacent to its buildings and would not be affected in any way by the proposed project.

The full acquisition of the 12 businesses above would displace an estimated 46 employees. The exact number of displaced employees has not been determined because no contact was made with the owners or managers of the affected businesses. However, the above estimate was made based on the size and type of the displaced business, using average-number-of-employees-per-square-foot estimates provided by the Institute of Transportation Engineers' *Trip Generation Handbook* (1991). This loss of employment does not constitute a significant portion of the employment available in the City of Oxnard, and is therefore not considered a significant impact under CEQA.

Additional information regarding property acquisitions associated with the proposed project is provided in the Draft Relocation Impact Report (DRIR) dated January 2001.

## Mitigation

Eligible displaced businesses will be provided with relocation assistance in accordance with the Uniform Act. This program provides for aid in locating suitable replacement property and reimbursement for certain costs involved in relocation, including moving expenses. Payment "in lieu" of moving expenses is available to businesses that are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements, such as the inability to find a suitable relocation site, are met. Relocation advisory assistance efforts will provide current lists of properties offered for sale or rent, suitable for specific relocation needs. Based on commercial property vacancies in the City of Oxnard and Ventura County, there is sufficient commercial space available to relocate all affected businesses within a reasonable area. It is important to note, however, that several of these businesses (including the motel, three restaurants, and the market) likely depend on local clientele to provide their primary income. Relocating these businesses, therefore, may result in a temporary loss of income due to relocation.

### 7.20 Property Values and Tax Base Effects (Question 39)

Property values are influenced by a number of factors including proximity to major streets and highways such as Santa Clara Avenue, Ventura Boulevard, and U.S. 101. Although the realignment of Ventura Boulevard could produce some changes in property values due to altered traffic patterns and the proximity of the new roadway to a residential area, the incremental effect appears likely to be minor. The proposed project would also require the acquisition of multiple properties (see questions 30, 37, and 38 above, and 44 below); however, the resulting loss of property and sales tax revenue would not represent a significant portion of the City's total annual tax revenues.

### 7.21 Effects on Community Facilities (Question 40)

The only community facility in or near the project study area is the Rio Vista (Headstart) School located on the east side of Santa Clara Avenue, just north of Auto Center Drive. Under the

proposed project, a small strip of land less than a meter (3 feet) wide and 60 meters (200 feet) long may be required from the school property along Santa Clara Avenue. Acquisition of the strip of land may be necessary to accommodate the improvements to Santa Clara Avenue as it transitions from six lanes at Auto Center Drive to two lanes in front of the school. Since the acquisition would only affect a very small portion of school property, the impact would be minor. Additionally, the proposed project includes the construction of new sidewalks and curbs along Santa Clara Avenue where none currently exist. The new sidewalk on the east side of Santa Clara Avenue, which would extend to the northern project limits, would improve pedestrian circulation and safety in the vicinity of the school. Construction activities could pose a hazard to Headstart school children and their parents who walk to or from school in the vicinity of the proposed improvements. Access to the school may also be diminished during the construction period.

### Mitigation

To minimize construction hazards to school children walking to or from school in the vicinity of the proposed improvements, appropriate safety measures shall be employed to ensure all construction sites and staging areas are properly secured. Crossing guards shall be provided at construction sites and haul routes located near the school. The City shall also work with the affected school district to ensure access to the school is not substantially diminished and construction hazards to school children are minimized.

### 7.22 Effects of Public Utilities and Services (Question 41)

Relocation of some utilities may be required as a result of the proposed construction, which could result in temporary disruptions in service.

Construction activities could also adversely affect access for emergency services during construction due to temporary lane closures or detours. However, cross freeway access via Rice/Santa Clara Avenue will be maintained during the construction period. It should also be noted that the proposed project is intended to improve traffic circulation in and around the Rice Avenue/U.S. 101 Interchange, which would have a beneficial effect on emergency services.

### Mitigation

A traffic management plan shall be developed and appropriate temporary signage provided to advise motorists and redirect traffic through detours to minimize potential impacts during construction.

Prior to construction, the Oxnard Police and Fire Departments shall be supplied with a construction plan and traffic management plan.

### 7.23 Effects on Traffic and Transportation (Questions 42 and 43)

The proposed project is intended to improve traffic flow by decreasing congestion and improving safety at the Rice Avenue/U.S. 101 Interchange. A traffic study was conducted by Kaku

Associates to address changes in local circulation patterns and to identify measures necessary to ensure affected intersections would not operate at an unacceptable level of service (LOS D or worse).

Table 12 provides a summary of predicted levels of service for the Rice Avenue/U.S. 101 interchange area with and without implementation of the proposed project improvements. It was estimated that under 1997 Existing Conditions only one of the four study intersections would operate at an unacceptable level of service (i.e., LOS D or worse, as per City of Oxnard standards). This was the intersection of Ventura Boulevard, the northbound U.S. 101 ramps, and Auto Center Drive. The minor approach of the intersection (i.e., westbound Ventura Boulevard) operated at LOS C and F during the AM and PM peak hours, respectively. The worst major approach of this intersection operated at LOS A and B during the AM and PM peak hours, respectively.

<b>Table 12: Level of Service Summary</b>									
Intersection	Peak Hour	1997 Existing Conditions		2024 No Build Conditions		2024 Preferred Alternative		2024 Preferred Alternative Plus Mitigation	
		V/C or Delay [1]	LOS	V/C or Delay [1]	LOS	V/C or Delay [1]	LOS	V/C or Delay [1]	LOS
Ventura Bl & NB US 101 Ramps & Auto Center Dr [4]	AM	9/18	A/C	15/*	C/F	N/A		N/A	
	PM	11/360	B/F	36/*	E/F	N/A		N/A	
Auto Center Dr & Santa Clara Ave [2]	AM	0.46	A	0.92	E	N/A		N/A	
	PM	0.69	B	0.92	E	N/A		N/A	
Auto Center Dr, Santa Clara Ave, & NB 101 Off-ramp [2]	AM	N/A		N/A		0.75	C	0.66	B
	PM	N/A		N/A		0.89	D	0.77	C
Rice Ave & SB US 101 Ramps [2]	AM	0.44	A	1.45	F	0.61	B	N/A	
	PM	0.79	C	1.62	F	0.80	C	N/A	
Rice Ave & Gonzales Rd [2][5]	AM	0.39	A	0.7	B	0.51	A	0.42	A
	PM	0.59	A	1.12	F	0.86	D	0.64	B
Ventura Blvd & Santa Clara Ave [3]	AM	N/A		N/A		9/17	A/C	0.35	A
	PM	N/A		N/A		10/27	A/D	0.37	A

Notes:

[1] Volume-to-capacity ratios were estimated for signalized intersections using the Intersection Capacity Utilization (ICU) method. Average vehicle delay (seconds) for the worst major and minor street approaches were estimated for two-way-stop controlled intersections using the 1997 HCM “Two-Way Stop” method. Displayed as “major street/minor street” delay or LOS.

[2] Signalized intersection.

[3] Two-way stop-controlled intersection under Preferred Alternative, and signalized intersection under Preferred Alternative Plus Mitigation.

[4] Two-way stop-controlled intersection. WB Ventura is stopped. EB Ventura is forced onto freeway via yield controlled onramp.

[5] Year 2024 traffic volumes were provided by the City of Oxnard. They are based on a growth factor of 2% per year between 1997 and 2024 or a total growth factor of 54% over the 27-year period. Before the growth was computed, 1997 southbound through volumes were increased by 346 and 404 in the AM and PM peak hours respectively due to SR 1 relocation (based on 5/31/2000 count data). Similarly, before growth was computed, 1997 northbound through volumes were increased by 250 and 462 in the AM and PM peak hours, respectively, due to SR 1 relocation.

\*Signifies delay value greater than 10 minutes.

Source: Kaku Associates, 2001.

Conditions at this intersection and the other three studied intersections would become worse under Year 2024 No Build conditions, as would be expected given the traffic growth forecasted to occur in the study area. All four intersections were estimated to operate at an unacceptable level of service during the AM or PM peak hours.

Implementation of the Preferred Alternative would remove the Ventura Boulevard/northbound U.S. 101 ramps/Auto Center Drive intersection, realign Ventura Boulevard to form a new intersection with Santa Clara Avenue, and improve the level of service at the three remaining study intersections. However, despite these improvements, three of the four intersections studied under Preferred Alternative Conditions would still operate at an unacceptable LOS during the PM peak hour:

- Auto Center Drive, Santa Clara Avenue, & Northbound U.S. 101 Off-ramp
- Rice Avenue & Gonzales Road
- Ventura Boulevard & Santa Clara Avenue

The fourth intersection, Rice Avenue/southbound U.S. 101 ramps, was analyzed under two lane configuration options. The second option, involving a pedestrian-actuated free-flow right-turn lane from the southbound U.S.101 off-ramp onto Rice Avenue, is recommended. The intersection would operate at an acceptable level of service during both the AM and PM peak hours under this lane configuration.

In order for all studied intersections to provide acceptable levels of service under Year 2024 Preferred Alternative Conditions, the following measures are recommended at three of the study intersections.

- *Santa Clara Avenue, Auto Center Drive, & Northbound U.S. 101 Off-ramp:* Reconfiguration of the northbound U.S. 101 off-ramp approach to include two left-turn lanes plus one shared through/right lane, rather than one left-turn lane, one shared left/through lane, and one right-turn lane, would improve the PM level of service from LOS D to C.

Despite the removal of the shared left/through lane, a split phase for east/west (i.e., Northbound U.S 101 Off-ramp/Auto Center Drive) traffic would still be desirable in order to deter Auto Center Drive traffic from entering the off-ramp and in order to facilitate the geometric design of the double left-turn movement. Removal of the split phase would have only a minor impact on the estimated levels of service, reducing the AM volume/capacity ratio from 0.63 to 0.60.

- *Rice Avenue and Gonzales Road:* Several scenarios were investigated to improve the level of service at this intersection. One scenario would involve grade separation of the intersection, as is indicated in the 2020 General Plan. This could alleviate the unacceptable level of service at this intersection.

As an alternative to full grade separation of the intersection, the addition of a third eastbound left-turn lane, a fifth southbound through lane, and a fourth northbound through lane would

improve the level of service to an acceptable level; the PM volume/capacity ratio would improve from 0.86 (LOS D) to 0.64 (LOS B.) These improvements are long-term improvements that will be implemented as traffic volumes warrant. In the interim, the addition of a third northbound through lane would result in the intersection operating at an acceptable LOS of A in the AM peak hour and C in the PM peak hour in the year 2024 (note: future 2024 traffic volumes used to determine the LOS at the Rice/Gonzales intersection were calculated by increasing existing (1997) volumes by 2 percent per year).

- *Santa Clara Avenue and Ventura Boulevard*: Given the unacceptable LOS D on the minor approach of the intersection during the PM peak hour, signal warrants were calculated to assess the potential for signalizing the intersection. The analysis showed that forecasted volumes would warrant signalization of the intersection, and that signalization would provide an acceptable LOS A at the intersection. Also, analysis of the spacing between this intersection and the intersection of Santa Clara Avenue, Auto Center Drive, and the northbound U.S.101 off-ramp indicated that the proposed spacing would be sufficient and desirable.

#### 7.24 Parking Effects (Question 44)

The proposed project would result in a loss of parking, however, most of the lost parking spaces would be associated with displaced businesses. Partial takes of property from some businesses may result in the loss of a few parking spaces that serve those businesses. The resulting impacts to the businesses would be minor.

#### 7.25 Development Effects (Question 47)

The purpose of the Rice Avenue/U.S. 101 Interchange project is to alleviate congestion and improve safety. As such, the project would contribute to greater mobility of people and goods, thereby stimulating economic conditions and potentially expanding development opportunities within the City of Oxnard, and particularly in the project study area.

In the project area, commercial and industrial development may be facilitated as a result of improvements to the Rice Avenue/U.S. 101 Interchange. This particularly applies to the business park located southwest of the interchange. Although much of the business park is currently vacant, the City of Oxnard 2020 General Plan calls not only for the filling of existing vacancies, but expansion of the business park across Rice Avenue to an area that is currently used for agriculture. It is also part of a Specific Plan Area. An objective of the Specific Plan is to encourage development of commercial and light industrial business in the area. The proposed interchange improvements would aid in these goals by providing better access and safety, especially for truck traffic associated with light industrial land uses. Thus, potential project-induced growth is anticipated in and is consistent with local land use plans.

#### 7.26 Effects on Historic and Archaeological Resources (Question 48)

No prehistoric or historic archaeological resources were noted during the archaeological survey or as a result of archival research and contact with interested parties. Although no impacts to

significant resources are anticipated, there is, nonetheless, an unknown potential that previously unrecorded resources could be encountered during construction.

Twenty-six buildings located within the proposed Project's Area of Potential Effect (APE) were identified during the architectural field survey, none of which are currently listed in or appear eligible for listing in the National Register of Historic Places. No historic districts, no historic landscapes, and no locally designated landmarks are located within or immediately adjacent to the APE.

### Mitigation

If buried cultural materials are encountered during construction, it is Caltrans' policy that work in the area must halt until a qualified archaeologist can evaluate the nature and significance of the find (*Caltrans Environmental Handbook*, 1991, Volume 2, Chapter 1). If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98. The District 7 Environmental Planning Branch shall be immediately notified.

Because there is an unknown potential for encountering prehistoric archaeological resources, a Native American monitor shall be invited to be present during excavation.

### 7.27 Effects on Scenic Resources, Aesthetic Impacts (Question 50)

The proposed project would alter the existing landscape surrounding the Rice Avenue Interchange. Substantial property acquisitions would be required in order to provide adequate right-of-way for the project improvements (see Section 6.15 above). Given that the project site is located in a developed area with numerous roads and highways and a mix of uses in varying condition and quality that detract from the visual environment, the visual impacts of these changes would be minor.

Construction of proposed project improvements would also require the removal of landscaping and mature trees, some of which form agricultural tree rows. Approximately 200 trees in the Eucalyptus tree row in the southeast quadrant of the interchange would be removed. This tree row is located between the U.S. 101 freeway lanes to the north and the agricultural property to the south. Other trees that would be removed are clustered in small groups (containing approximately 20 trees or less) located along the north side of U.S. 101 west of Santa Clara Avenue, the east side of Rice Avenue south of U.S. 101, the south side of U.S. 101 west of Rice Avenue, and north of U.S. 101, south side of Ventura Boulevard, east of Santa Clara Avenue. Properties that would be acquired also contain small numbers of trees and associated landscaping. Although some of the trees that would be removed are dead or dying, the loss of numerous remaining healthy trees would have an adverse impact on the visual environment.

### Mitigation

Please see Section 6.11, for measures to mitigate the impacts of tree removal.

## 7.28 Construction Impacts (Question 51)

The project area can be expected to experience some noise, congestion, dust, detours, and other minor nuisances resulting from construction (see discussions above). These inconveniences would be temporary and would be mitigated by following standard construction and inspection procedures and employing Best Management Practices during the construction phase.

## 7.29 Cumulative Impacts (Question 55)

Construction of the proposed project concurrently with other proposed projects in the area may result in substantial, temporary cumulative construction impacts. Only one related project has been identified in the project area, the Santa Clara Avenue and Central Avenue Widening Project. If construction of this project or other future proposed projects in the area overlaps with construction of the proposed Rice Avenue/U.S. 101 Interchange project, cumulative air quality, noise, traffic, and public utilities and services impacts could occur. The extent of potential impacts would depend on the location, magnitude, and duration of construction activities for each of the projects. However, it is possible, for example, that pollutant emissions generated by cumulative construction activities, including fugitive dust (PM<sub>10</sub>), reactive organic compounds and nitrogen oxides, could exceed Ventura County Air Pollution Control District thresholds. Nearby sensitive receptors, including children at the Rio Vista (Headstart) School located on Santa Clara Avenue, could be adversely affected. With implementation of the air quality mitigation measures identified in Section 6.8 and given that construction would be temporary, it is expected that the proposed project's incremental contribution would not be cumulatively considerable. One or more projects constructed simultaneously could cumulatively contribute to traffic congestion and delay due to multiple detours and lane or road closures. Access to public facilities, such as the Rio Vista School could be adversely affected. Construction activities from two or more projects occurring in close proximity could also create temporary cumulative noise impacts adversely affecting nearby noise-sensitive uses. Adherence to Best Management Practices during construction and implementation of mitigation measures identified in this chapter would minimize the project's contribution to potential cumulative impacts.

Other related transportation projects that are proposed or under construction that are located outside the immediate project area but could contribute to cumulative impacts are listed below.

1. Reconstruction of the SR-1/Pleasant Valley Road Interchange and southerly extension of Rice Avenue to Hueneme Road  
Status: under construction; anticipated completion date of August 2003
2. Reconstruction and widening of the SR 118/SR 34/Donlon Road Intersection  
Status: under environmental review
3. Widening of Lewis Road between Hueneme Road Bridge and Ventura Boulevard  
Status: under environmental review; anticipated completion date of February 2005

The potential cumulative impacts of these projects and the proposed Rice Avenue/U.S. Interchange Project are discussed below.

*Cumulative Traffic Impacts* – The proposed project would not increase traffic since it does not include land use development that would generate new vehicle trips. Consequently, the proposed project would not contribute to cumulative traffic impacts.

Additionally, it should be noted that the traffic forecasting model that was used to develop the 2024 traffic forecasts presented in the IS/EA takes into account both planned increases in capacity in the transportation corridor and future growth anticipated under existing land use plans. Thus, these future forecast traffic volumes, which were used as the basis of several environmental analyses in the IS/EA, represent the future cumulative traffic conditions.

*Cumulative Air Quality Impacts* – As stated above, the proposed project would not generate additional traffic since it does not include new land use development. Consequently, the proposed project would not result in additional pollutant emissions from motor vehicle traffic. Furthermore, as stated in Section 6.8 of this IS/EA, the proposed project would not cause or contribute to new localized carbon monoxide violations. In fact, the project could have a beneficial effect on air quality by reducing vehicle delay and idling and improving the levels of service at study intersections in the vicinity of the interchange. Therefore, the proposed project would not contribute to long-term adverse cumulative air quality impacts.

*Cumulative Noise Impacts* – According to the Noise Study, existing noise levels (Leq for the loudest hour) at modeled noise-sensitive receptors would increase by up to 3 decibels due to the proposed interchange improvements and forecasted future increases in traffic due to local and regional growth. This increase is not significant. Since the proposed project does not include new land use development that would generate additional traffic, it would not contribute to increases in noise levels outside the immediate project area. Consequently, the proposed project would not result in significant cumulative noise impacts.

*Cumulative Biological Impacts* – As discussed in the IS/EA, the proposed project would not affect any state or federally listed sensitive plant species. Potential impacts on migratory birds due to the removal of mature trees would be mitigated by implementation of the measures identified in this IS/EA. The proposed project would also not result in the removal of any important or sensitive natural habitat or communities. Consequently, the proposed project would not contribute to cumulative impacts to biological resources.

*Cumulative Farmland Impacts* – The proposed project would require a narrow strip of farmland along Santa Clara Avenue, approximately 0.16 hectares (0.4 acres) in size, on which no crops are grown. Additionally, 1.4 hectares (3.6 acres) of prime farmland and farmland of statewide importance would be acquired in the southeast quadrant of the interchange, which would result in the displacement of some crop producing land. The loss of farmland due to right-of-way acquisition would represent a small percentage of the affected agricultural properties and 0.0003 percent of the total farmable land in the county.

A review of the transportation projects listed above, for which environmental documents have been prepared, revealed that the following impacts to farmland would occur:

- Reconstruction of the SR-1/Pleasant Valley Road Interchange and southerly extension of Rice Avenue to Hueneme Road

Farmland Impact: loss of 24 hectares (60 acres) of prime farmland within the unincorporated County of Ventura.

- Reconstruction and widening of the SR 118/SR 34/Donlon Road Intersection.

Farmland Impact: loss of 1.2 hectares (3 acres) of farmland, only 65 percent of which is active or suitable agricultural land, within the unincorporated County of Ventura.

- Widening of Lewis Road between Hueneme Road Bridge and Ventura Boulevard

Farmland Impact: loss of 10.2 to 14.9 hectares (25.3 to 36.8 acres) of prime and statewide farmland land within the unincorporated County of Ventura.

- Widening of Santa Clara Avenue

Farmland Impact: loss of 9.6 hectares (23.6 acres) of prime/statewide farmland within the unincorporated County of Ventura.

Cumulatively, these projects and the proposed project and related transportation projects could result in the loss of approximately 57 to 61 hectares (141 to 151 acres) of farmland. Other future planned transportation projects in addition to the ones identified above could also result in the loss of farmland.

According to the Ventura County Initial Study Guidelines, the loss of 5 or more acres of prime/statewide farmland that is designated as Agricultural under the Ventura County General Plan is considered a significant impact. Based on this threshold, the combined effect of the transportation projects would be cumulatively significant. However, the agricultural property in the southeast quadrant of the Rice Avenue/U.S. 101 interchange that would be affected by the proposed project is officially designated as an urban land use area in the Ventura County General Plan and a commercial/industrial land use area in the City of Oxnard General Plan. Therefore, the property is not subject to the Ventura County significance thresholds nor is it subject to the Save Open-Space and Agricultural Resources (SOAR) initiative passed in November 1998. The SOAR ordinance prohibits redesignation of lands with Agricultural, Open Space, or Rural designations under the County General Plan until December 31, 2020, without direct voter approval. It is important to note, however, that the County SOAR ordinance and County General Plan do not apply to land within the City of Oxnard. Since the proposed project would not result in the loss of active farmland currently designated for agricultural uses under existing land use plans, it would not contribute to a significant cumulative farmland impact.

Additionally, as reported in an August 22, 2001 Los Angeles Times article, recent State data show that over the last 2 years, about 445 hectares (1,100 acres) of cultivated farmland were urbanized in Ventura County. But during the same time period, 324 hectares (800 acres) of previously non-farmed or fallow land were converted to agricultural use. The net effect is that the County lost only about 120 hectares (300 acres) of farmland. According to the article, at the current rate of depletion, it is estimated that it would be another century before the agricultural land inventory is reduced enough in Ventura County to threaten the industry's critical mass.

*Cumulative Housing and Population Impacts* – The proposed project would displace 18 mobile homes and two single-family homes that are likely to be occupied by minority and low-income persons. Proposed measures to mitigate potential impacts include relocation payments and assistance in accordance with federal requirements. A review of the other transportation projects proposed in the area, for which environmental documents have been prepared, revealed that only one other project, the reconstruction of the SR-1/Pleasant Valley Road Interchange would result in residential displacements. That project, which is under construction, resulted in the displacement of 3 mobile homes. Thus, the proposed project and other related transportation projects would not result in significant cumulative housing and population impacts. Since the proposed project does not include new land use development, it would not directly increase the population in the area. Therefore, the proposed project would not contribute to cumulative impacts due to changes in the growth rate or density of the population in the area.

*Cumulative Growth Inducing Impacts* – The potential of the proposed transportation projects to cumulatively induce substantial growth depends largely on the extent to which they would extend infrastructure into undeveloped or isolated areas or remove impediments to development in the vicinity of the proposed projects.

The projects identified above primarily consist of improvements to and increases in the capacity of the existing transportation infrastructure in order to accommodate existing traffic and projected future traffic generated by development anticipated under existing land use plans. These projects would not extend infrastructure into undeveloped or isolated areas. Also, existing congestion and poor levels of service on local roadways are not likely to be a significant impediment to future regional growth. Consequently, the proposed transportation projects are not expected to induce substantial new unplanned growth. It is acknowledged that these projects, however, would accommodate and in some instances facilitate planned development by improving existing access to vacant or underdeveloped land. These improvements and related land use projects could create pressure for additional development in surrounding areas. However, several regulatory mechanisms would serve to limit development along the transportation corridors. The County's *Guidelines for Orderly Development* state that development in the County should occur within incorporated cities. The Oxnard/Camarillo Greenbelt is an agreement between the Cities of Oxnard and Camarillo not to annex or develop agricultural lands in the greenbelt area between the two cities. Also, as discussed above, the SOAR ordinance prohibits redesignation of lands with Agricultural, Open Space, or Rural designations under the County General Plan until December 31, 2020, without direct voter approval. These existing policy directives and regulatory controls would prohibit growth in some areas and direct growth to those areas that could best accommodate new development.

### 7.30 Adverse Effects on Human Beings

Construction of the proposed project would result in the displacement of 2 single-family residences, 18 mobile homes, and 12 businesses in the area. The mobile homes are likely to be occupied by minority (Hispanic) and low-income persons. Displacement of the mobile homes and businesses could have an adverse effect on the neighborhood character and cohesiveness. Implementation of the proposed project would also result in increased noise levels at some noise-sensitive receptors in the project area. The reader is referred to the responses to the specific checklist questions concerning displacement and noise impacts for more detailed discussions of these issues as well as measures to mitigate potential impacts.

## 8 CONSULTATION AND COORDINATION

Consultation with several agencies occurred in conjunction with preparation of the project technical reports and this Initial Study/Environmental Assessment. These agencies are identified in the various technical reports and include the: Fox Canyon Groundwater Management Agency, Native American Heritage Commission, Ventura County Air Pollution Control District, Ventura County Flood Control District, Ventura County Museum of History & Art, and Ventura County Water Resource Agency. In addition, an Initiation of Studies Letter was mailed to responsible and trustee public agencies as well as interested organizations and individuals to solicit comment on the scope and content of the environmental document. The letter and responses to the letter are included in Appendix A. With regards to the petition in response to the Initiation of Studies Letter demanding the City of Oxnard honor “the second proposal as was agreed upon in 1993 between the people of Nyeland Acres and Caltrans,” neither the City of Oxnard nor Caltrans have seen any documentation of an agreement between the people of Nyeland Acres and the City of Oxnard and Caltrans. Additionally, the 1993 presentation by Caltrans did not constitute a formal agreement on the preferred alternative for the Rice Avenue/U.S. 101 Interchange Project. As noted in Section 3.2 of this Initial Study/Environmental Assessment, many alternatives have been discussed and analyzed throughout the history of this project. After careful research and analysis, the preferred alternative identified in Section 3.1 of this Initial Study/Environmental Assessment was determined to be the most viable alternative.

The City of Oxnard has participated in meetings with members of the community to discuss the proposed project on September 17, 1998, July 18, 2000, July 19, 2001, and August 10, 2001.

### 8.1 Circulation of the Environmental Document

This Initial Study/Environmental Assessment was circulated for public review and comment from July 3, 2001 to August 20, 2001 to various individuals, organizations, and agencies. Notices of the documents availability, in English and Spanish, were sent to all affected property owners and concerned individuals. The list of agencies, organizations, and persons to whom either a Notice of Availability of the Initial Study/Environmental Assessment or a copy of this Initial Study/Environmental Assessment was sent is included in Appendix B. Copies of the document were also made available for public review at following locations: Oxnard Public Library at 251 South A Street, City of Oxnard Transportation Planning Division at 305 West Third Street, and Caltrans District 7 offices at 120 S. Spring Street in Los Angeles. A public hearing was held during the circulation period of this Initial Study/Environmental Assessment on July 31, 2001 at 7 p.m. at the Oxnard City Council Chambers at 305 West Third Street. Notice of the public hearing was published in two local newspapers (see Appendix D for copies of the newspaper Notices), including a Spanish language newspaper, that serve the surrounding communities. A Spanish translator was available at the public hearing to assist Spanish speaking persons.

Also, the Initial Study/Environmental Assessment was available at the following site on the internet:

[http://www.dot.ca.gov/dist07/pubs/environ\\_docs.htm](http://www.dot.ca.gov/dist07/pubs/environ_docs.htm)

A record of the public hearing is available under separate cover. Appendix E contains the public comments on the Initial Study/Environmental Assessment that were received during the circulation period and responses to those comments.

## 9 PREPARERS OF THE INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Caltrans' procedures specify that an interdisciplinary team approach for project planning and development be used for all projects. An interdisciplinary approach is an orderly process through which the interaction of different disciplines is brought to bear in the planning, development, and evaluation of alternatives. Caltrans refers to this interdisciplinary team as the Project Development Team (PDT). For this project, PDT members include:

Cynthia Daniels	City of Oxnard
Joe Genovese	City of Oxnard
Tony Velasquez	Caltrans Project Management Branch
Fekade Mesfin	Caltrans Project Development Branch
Gary Maxwell	Caltrans Local Programs Branch
Ralph Wong	Caltrans Project Development Branch
Gary Kevorkian	Caltrans Traffic Branch
Jean Quan	Caltrans Right of Way Local Programs
Patty McCauley	Caltrans Structures
Rich Galvin	Caltrans Environmental Planning Branch
Aaron Burton	Caltrans Environmental Planning Branch
Margery Lazarus	CH2MHill
Joe Sawtelle	CH2MHill
Lee Lisecki	Myra L. Frank & Associates, Inc.

Additionally, the following persons were the principal contributors in the preparation of this environmental document.

### **Myra L. Frank & Associates, Inc. (Document Management and Preparation)**

Lee J. Lisecki, Project Manager  
Tracy Dudman, Associate Planner (Water Quality, Floodplains, Visual)  
Anne Merwin, Associate Planner (Land Use, Socioeconomics, Biology)  
Catherine Barrier, Architectural Historian (Cultural Resources)

### **Harris Miller Miller & Hanson Inc. (Noise)**

Mike Weber

### **Kaku Associates (Traffic)**

Paul Taylor  
Ayelet Ezran

**Applied Earthworks (Archaeology)**

Mark Robinson

**JHA Environmental Consultants LLC (Air Quality)**

Jo Anne Aplet

Lowell Aplet

10 LIST OF REVIEWERS

**Federal Highway Administration**

Cesar Perez  
Stephanie Stoermer

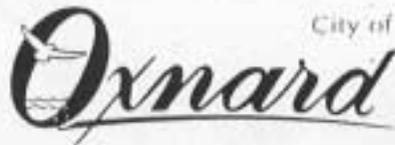
**California Department of Transportation**

Aaron Burton, Environmental Planner  
Rich Galvin, Environmental Planner

**City of Oxnard**

Cynthia Daniels  
David Gorcey  
Joseph Genovese  
Rita Johnson  
Rob Roshanian  
Ralph Steele

APPENDIX A – INITIATION OF STUDIES LETTER AND RESPONSES



October 25, 1999

Dear Members of the Public and Interested Public Agencies,

**SUBJECT: Initiation of Studies for Rice Avenue/U.S. Highway 101 Interchange Improvement Project**

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans District 7, Los Angeles), and the Federal Highway Administration, is formally initiating studies for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would provide a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southern quadrants. The City proposes to extend Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and build a cul de sac on Ventura Boulevard in the northwest quadrant. The City will also acquire right of way for this project. The enclosed map shows the general location of the proposed project.

The purpose of the project is to improve safety and to increase capacity to alleviate existing congestion and accommodate projected future traffic.

The appropriate local governing bodies and agencies are also being notified at this time. During the course of these studies, the City plans to work closely with these agencies and their staff to exchange ideas, and to assure that the City considers all pertinent factors. Please provide any information on sensitive environmental, cultural, and historic resources that may be within the project vicinity. We request your views on the potential effects of this proposal on those resources as well. We would welcome any comments or suggestions you may have about possible alternatives to be studied or social or economic factors. We would like to receive your comments by **November 30, 1999**, at the address below.

After sufficient engineering, environmental, and socioeconomic data have been developed, the City will hold a public hearing to discuss the project studies. This hearing will be well publicized, and you will be notified in advance of the hearing time and location. We would be pleased to answer any questions you may have on this project. Feel free to call me at (805) 385-7871.

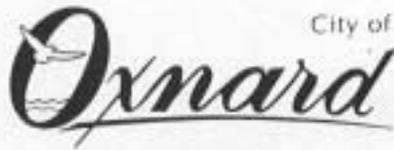
TRANSPORTATION PLANNING PROGRAM

A handwritten signature in cursive script that reads "Cynthia Daniels".

CYNTHIA DANIELS, AICP  
ASSOCIATE PLANNER

Enclosure: Map of Project and Surrounding Area

Development Services Administration  
105 West Third Street • Oxnard, CA 93030 • (805) 385-7871 • Fax (805) 385-7831



March 13, 2000

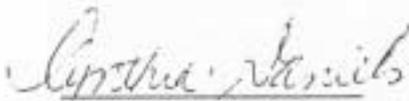
Scoping Report for Rice Avenue and U.S. Highway 101 Freeway Interchange Improvements

Notice and Ad On October 25, 1999, the City of Oxnard distributed a notice and map to interested agencies and parties, requesting comments by November 30, 1999 (see Attachment 1). The list of parties sent the notice and map are located in Attachment 2. The City placed an ad in the legal section of the local newspaper and extended the deadline for comments to December 3, 1999 (see Attachment 3).

Comments Received The City received the comments identified in Attachment 4 during the comment period closing on December 3, 1999. The City also maintained a record of telephone inquiries and comments placed to the Transportation Planning Division during the comment period. This telephone log is located in Attachment 4.

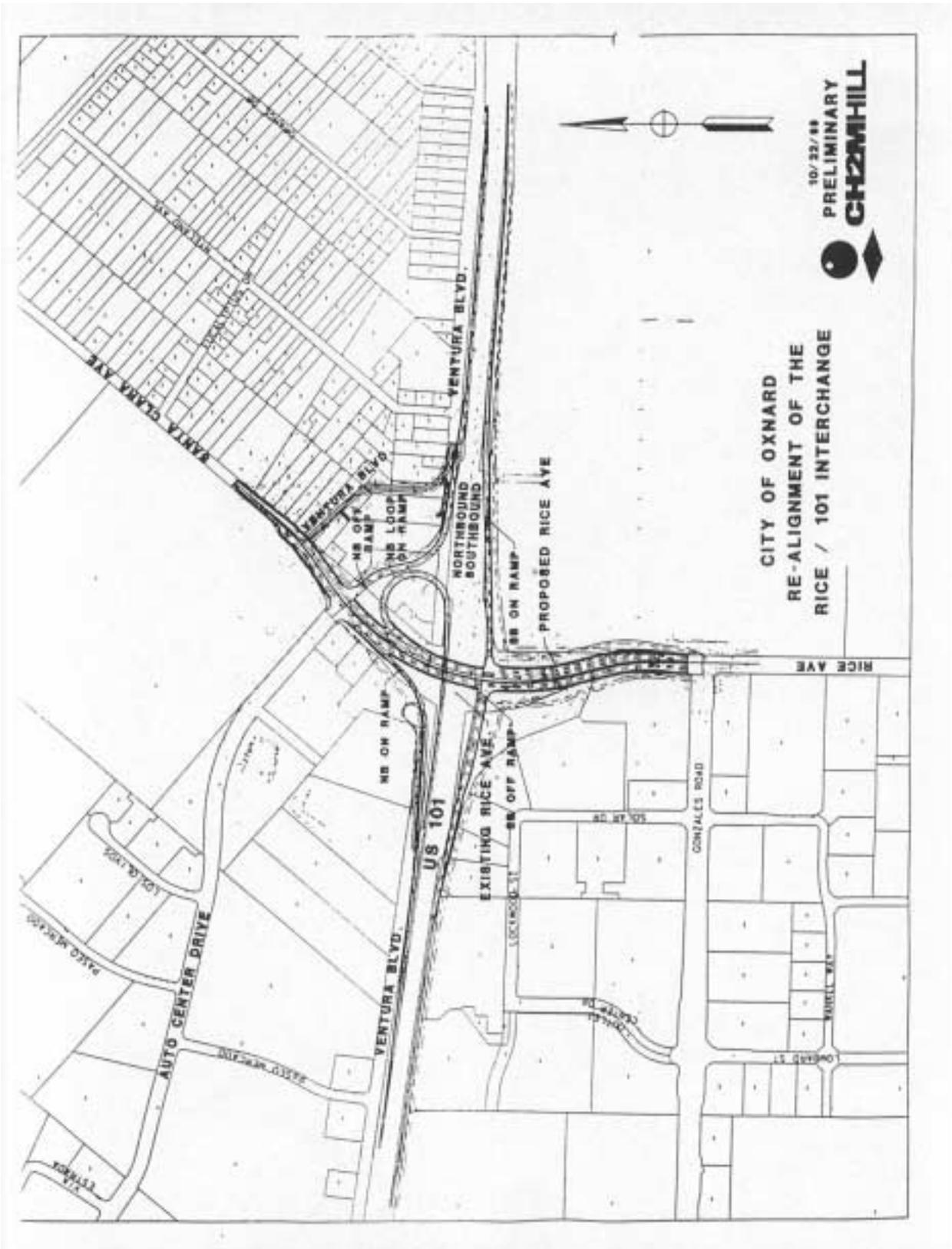
Response to Comments

Responses to the comments have been prepared by the City's consultant, Myra L. Frank & Associates. The responses are provided in Attachment 4.

  
Cynthia Daniels, AICP  
Associate Planner

- Attachments
1. Notice and map
  2. Mailing list
  3. Legal ad and affidavit of publication
  4. Comments received, responses to comments, and telephone log

Development Services Administration  
805 West Third Street • Oxnard, CA 91320 • (805) 485-7896 Fax (805) 385-7833



Attachment 2  
Mailing List

Mailing List for Initiations of Studies Letter for Rice/Highway 101 Freeway Interchange Improvements

November 15, 1999

Tony Velasquez  
Project Manager  
Caltrans District 7, Project Management  
120 South Spring St.  
Los Angeles, CA 90012

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Senior Transportation Engineer  
Caltrans District 7, Locally Funded  
Oversight  
120 South Spring St.  
Los Angeles, CA 90012

Paul Thakur  
Transportation Engineer  
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Programs  
120 South Spring St, Room 419A  
Los Angeles, CA 90012

Gary Maxwell  
Project Engineer  
Caltrans District 7, Office of Local  
Programs  
120 South Spring St, Room 419A  
Los Angeles, CA 90012

Rob Roshanian  
City Engineer  
City of Oxnard Development Services  
305 West Third St.  
Oxnard, CA 93030

Hung Le  
Civil Engineer  
City of Oxnard Engineering Services  
305 West Third St.  
Oxnard, CA 93030

Cynthia Daniels  
Associate Planner  
City of Oxnard Transportation Planning  
305 West Third St.  
Oxnard, CA 93030

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Public Works Director  
County of Ventura  
800 S. Victoria Ave.  
Ventura, CA 93009

Butch Britt  
Public Works Agency  
County of Ventura  
800 S. Victoria Ave.  
Ventura, CA 93009

Granville Bowman  
Public Works Director  
City of Oxnard  
305 West Third St.  
Oxnard, CA 93030

Ron Kosinski  
Director  
Caltrans District 7, Environmental Planning  
120 South Spring St.  
Los Angeles, CA 90012

Donna Helms  
Interim Neighborhood Services Manager  
City of Oxnard Neighborhood Services  
241 West Second Street  
Oxnard, CA 93030

Margery Lazarus  
Project Manager  
CH2M Hill  
3 Hutton Centre Drive, Suite 200  
Santa Ana, CA 92707

Lee Lisecki  
Project Manager  
Myra L. Frank & Associates  
811 West 7th Street, Suite 800  
Los Angeles, CA 90017

Trisha Munro  
El Rio West Neighborhood Council  
221 Juneau Pl  
Oxnard, CA 93030

Larry Wright  
Rose/Santa Clara Businessmens Assoc.  
2963 Las Posas Rd., P.O. Box 254  
Camarillo, CA 93011

Mailing List for Initiations of studies Letter for Rice/Highway 101 Freeway Interchange Improvements

November 15, 1999

Dave Souza  
Nyeland Mutual Water Co.  
154 S. Las Posas Rd.  
Camarillo, CA 93010

The Honorable John Flynn  
Supervisor  
Ventura County Board of Supervisors  
2900 Saviers Rd., 2nd Floor  
Oxnard, CA 93030

Mike Barber  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
3701 Orange Dr.  
Oxnard, CA 93030

Mike Flaharty  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
393 Simon Way  
Oxnard, CA 93030

David Gomez  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
4727 Strickland Dr.  
Oxnard, CA 93030

Don Hoffman  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
284 Collins St.  
Oxnard, CA 93030

Bob Johnston  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
4763 Strickland Dr.  
Oxnard, CA 93030

Evelyn Miller  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
792 Corsicana Dr.  
Oxnard, CA 93030

Victor Nose  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
5163 N. Rose Ave.  
Oxnard, CA 93030

David Souza  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
3574 Nyeland Acres  
Oxnard, CA 93030

Florence Young  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
552 Walnut Dr.  
Oxnard, CA 93030

Rick Eckhart  
Owner  
Eckhart Trailer Hitch & Welding  
2701 Ventura Blvd.  
Oxnard, CA 93030

Mr. Kam Kanji  
Texaco Mini Mart  
3025 Santa Clara Avenue  
Oxnard, CA 93030

Jim Kanji  
Owner  
Texaco Mini Mart  
3025 Santa Clara Avenue  
Oxnard, CA 93030

Larry Carter  
2875 Ventura Blvd.  
Oxnard, CA 93030

Thad Sinor  
Property Owner for Fiesta Motors  
2211 Cedar Ridge Ct.  
Oxnard, CA 93030

Paul Chapman  
Administrative Assistant  
The Honorable John Flynn, Supervisor,  
Ventura County Board of Supervisors  
2900 South Saviers Rd., 2nd Floor  
Oxnard, CA 93030

Mailing List for Initiations of studies Letter for Rice/Highway 101 Freeway Interchange Improvements

November 15, 1999

Bob Braitman  
Principal  
Braitman & Associates  
8277 Cheshire Street  
Ventura, CA 93004

Dave Haugen  
Parattoni Development  
19700 Fairchild Rd. Suite 290  
Irvine, CA 92612

Eleanor Branthoover  
Chairperson  
Rio Lindo Neighborhood Council  
2221 Isabella Street  
Oxnard, CA 93030

Peter Erdos  
Chairman  
1999 INCF Executive Board  
3075 Johnson Drive  
Ventura, CA 93003

Dino Andrade  
1300 Saratoga Ave No. 1211  
Ventura, CA 93003

Bob Moraga  
2208 Firestone Ct.  
Oxnard, CA 93030

Elizabeth Standeven  
Arthur Valuation Group  
31355 Oak Crest Drive, 2nd Fl.  
Westlake Village, CA 91361

Bud Sandwall  
P.O. Box 6396  
Oxnard, CA 93031-6396

Eulalia Lopez  
Taco Inn  
130 Imperial St.  
Oxnard, CA 93030

**Initial Study/Environmental Assessment**

Environmental Protection Agency (EPA)  
Office of Federal Activities (A-104)  
401 "M" Street, SW  
Washington, DC 20460

EIS Coordinator, Region 9 *returned* (5)  
Environmental Protection Agency *11-2-97*  
215 Fremont Street  
San Francisco, CA 94105

Federal Transit Administration  
Region 9  
101 Mission Street, Suite 2210  
San Francisco, CA 94105

Director, Office of Environmental Policy and Compliance (18)  
U. S. Department of Interior  
Main Interior Building Rm. 2340  
1849 C Street, NW  
Washington, DC 20240

Director, Office of Environmental Compliance (2)  
U. S. Department of Energy  
100 Independence Ave., SW, Rm. 4G-064  
Washington, DC 20585

Director, Office of Environmental Affairs  
Department of Health and Human Services  
200 Independence Ave. SW Rm. 537 F  
Washington DC 20201

Centers for Disease Control  
Environmental Health and Injury Control  
Special Programs Group, Mail Stop F-29  
600 Clifton Road  
Atlanta, GA 30333

District Engineer  
U. S. Army Corps of Engineers  
300 N. Los Angeles Street  
Los Angeles, CA 90012

Environmental Clearance Officer (2)  
Department of Housing and Urban Dev.  
P. O. Box 36003  
San Francisco, CA 94102

U. S. Soil Conservation Service  
Area Conservationist, Area VI  
3619A Canyon Crest Drive *returned 11-30-97*  
Riverside, CA 92507

Assistant Vice President  
Budget, Analysis, and Planning  
17 University Hall  
University of California  
Berkeley, CA 94720

*new address as of 11-1-97  
Planning Design & Construction  
Office of the President  
University of California  
1117 Franklin St 2nd Fl.  
Berkeley CA 94707*

Vice Chancellor, Physical Planning and Dev.  
CSU, Attn: Contract Management  
400 Golden Shore Boulevard  
Long Beach, CA 90802-4275

California Native Plant Society  
19 12<sup>th</sup> Street, Suite 116  
Sacramento, CA 95814

*returned 11-15-97*

California Wildlife Federation *returned 11-17-97*  
1012 J Street, Suite 20  
Sacramento, CA 95814

Terra Club  
110 Beverly Boulevard, Ste 2  
Los Angeles, CA 90057

*returned 11-30-97*

Museum of Vertebrate Zoology  
2593 Life Sciences Building  
Berkeley, CA 94720

California Transportation Commission  
P O Box 942873 (MS-52)  
Sacramento, CA 94273-0001

California Highway Patrol  
4115 Broad Street, Suite B10  
San Luis Obispo, CA 93401

Aeronautics Program Manager  
120 N Street  
Sacramento, CA 95814

Chief, Bureau of School Planning  
Department of Education  
721 Capitol Mall  
Sacramento, CA 95814

**Initial Study/Environmental Assessment**

<p>Executive Secretary Native American Heritage Commission 15 Capitol Mall, Rm 288 Sacramento, CA 95814</p>	<p>Chief, Airports Branch Federal Aviation Administration 5885 West Imperial Highway Los Angeles, CA 90045</p>	<p><i>Returned 11-16-99</i></p>	
<p>Freeway Highway Program Coordinator 130 K Street Sacramento, CA 95814</p>	<p>(8)</p>	<p>Department of the Navy Western Division Director of Real Estate—Code 24 Naval Facilities Engineering Command P.O. Box 127 San Bruno, CA 94066</p>	<p><i>Returned 11-17-99</i></p>
<p>Chancellor California State University Channel Islands The University Drive Camarillo, CA 93012</p>	<p>The Honorable Dianne Feinstein United States Senate SH-331 Hart Senate Office Building Washington, DC, 20510-0504</p>		
<p>Mr. Brian Miller Field Representative Congressman Elton Gallegly 70 Esplanade Drive Woodland, CA 93030</p>	<p>The Honorable Tony Strickland California Assembly State Capitol Building, Room 5160 Sacramento, CA 95814</p>		
<p>The Honorable Barbara Boxer United States Senate H-112 Hart Senate Office Building Washington, DC, 20510-0505</p>	<p>The Honorable Tony Strickland California State Assembly 221 East Daily Drive, Suite 7 Camarillo, CA 93010</p>		
<p>Ms. Jan Smith District Coordinator Senator Cathie Wright 145 Erringer Rd. Yuba Valley, CA 93065</p>	<p>The Honorable Elton Gallegly House of Representatives 2441 Rayburn House Office Building Washington, DC, 20515-0523</p>		
<p>The Honorable Cathie Wright Senator California Senate 145 Erringer Road Yuba Valley, CA 93065</p>	<p>The Honorable Cathie Wright California Senate State Capitol Building, Room 4052 Sacramento, CA 95814</p>		
<p>Bob Moraga 208 Firestone Court Woodland, CA 93030</p>	<p>669</p>	<p>Air Pollution Control District 702 County Square Drive Ventura, CA 93003</p>	<p><i>Returned 11-17-99 No sent to new address 11-17-99</i></p>
<p>City Council</p>	<p>(5)</p>	<p>Planning Commission</p>	<p>(7)</p>
<p>Planning and Environmental Services Manager</p>		<p>City Manager</p>	

Development Services Manager		Financial Services	
Fire Department		Parks/Facility Development	
Library/Circulation	(3)	Police Department	
Transportation Planning		State Clearinghouse Office of Planning and Research PO Box 3044 Sacramento, CA 95814-3044	(11)
Planning Services Resource Mgt. Agency/Plng. Div. County of Ventura 70 South Victoria Avenue Ventura, CA 93009	(6)	County of Ventura Flood Control District 800 South Victoria Avenue Ventura, CA 93009	
Ventura Regional Sanitation Dist. 111 Partridge Drive, Ste. 150 Ventura, CA 93003-5562		Federal Aviation Admin./AWP-8 Regional Planning Officer P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007	
North Coast Area Transit P.O. Box 1146 Guadalupe, CA 93032		City of Port Hueneme Community Development Department 250 North Ventura Road Port Hueneme, CA 93041	
City of Camarillo Dept. Of Planning & Comm. Dev. P.O. Box 248 Camarillo, CA 93011-0248		City of San Buenaventura Planning Division P.O. Box 99 Ventura, CA 93001	
Executive Director VFCO 10 S Victoria Ave Ventura CA 93009		Environmental Planning Branch State Department of Transportation 120 South Spring Street Los Angeles, CA 90012	
Instruction Battalion Center 100 23 <sup>rd</sup> Avenue, Code 40 Port Hueneme, CA 93043		SCAG 818 West Seventh St., 12 <sup>th</sup> floor Los Angeles, CA 90012	

**Initial Study/Environmental Assessment**

Executive Officer  
Regional Water Quality Control Board,  
Los Angeles Region  
107 South Broadway Blvd.  
Los Angeles, CA 90012

Calleguas Municipal Water District  
2100 Olsen Road  
Thousand Oaks, CA 91362

United Water Conservation District  
P.O. Box 432  
Santa Paula, CA 93060

Superintendent  
Rio School District  
3300 Cortez Street  
Oxnard, CA 93030

Ventura Community College Dist.  
133 Skyway Drive  
Camarillo, CA 93010

Southern California Gas Company  
P.O. Box 1392  
Oxnard, CA 93030

Oxnard Chamber of Commerce  
P.O. Box 867  
Oxnard, CA 93032

Archaeological Cultural Resource Consultants, Venturoeno Chumash  
P.O. Box 4348  
Thousand Oaks, CA 91359

Ventura County & Coast Reporter  
583 Spinnaker Drive  
Ventura, CA 93003

Oxnard Newspaper  
P.O. Box 427  
Oxnard, CA 93030

Coastal Commission  
89 S California St 2nd Fl  
Ventura CA 93001

Executive Director  
Ventura County Transportation Commission  
950 County Square Dr Ste 207  
Ventura CA 93003

Dr Ron Weinert  
Director of Facilities  
Oxnard School District  
1055 S C St  
Oxnard CA 93030

Superintendent  
Oxnard Union High School District  
309 South "K" Street  
Oxnard, CA 93030

Oxnard Harbor District  
P.O. Box 608  
Port Hueneme, CA 93041

General Telephone Company (GTE)  
761 South "C" Street  
Oxnard, CA 93030

Sierra Club  
Conservation Chair  
60 Calea Drive  
Camarillo, CA 93010

League of Women Voters  
Donna Nowland  
323 East Matilija Street, Ste. 122-126  
Ojai, CA 93023

Oxnard Star  
5250 Ralston Street  
Ventura, CA 93003

Los Angeles Times  
Ventura County Edition  
93 South Chestnut Street  
Ventura, CA 93001

*returned 11-4-99*

*returned 11-5-99  
re-sent to 528 So AS  
Camarillo CA 93030-7109*

Environmental Coalition of Ventura County  
P.O. Box 68  
Ventura, CA 93002

Ventura County Archaeological Society  
100 East Main Street  
Ventura, CA 93001

Ventura County Cultural Heritage Board  
10 South Victoria Avenue  
Ventura, CA 93003

El Rio Municipal Advisory Council  
552 Walnut Drive  
Oxnard, CA 93030

Oxnard Council Members  
9 Balsam St.  
Oxnard, CA 93030

Attachment 3  
Legal Ad and Affidavit of Publication

# In the Superior Court of the State of California

## IN AND FOR THE COUNTY OF VENTURA CERTIFICATE OF PUBLICATION

### TYPE OF NOTICE

Notice of Initiation of Studies  
(Rice/101 Interchange Improvement)  
Thursday, November 11, 1999

STATE OF CALIFORNIA  
COUNTY OF VENTURA

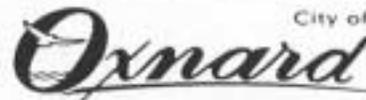
I, Manuel M. Muñoz  
hereby certify that Ventura County Vida Newspaper, is a newspaper of general circulation within the provision of the Government Code of the State of California, printed and published in the County of Ventura, State of California; that I am the Director of said newspaper; that the annexed clipping is a true printed copy and published in said newspaper on the following dates, to wit,

Nov. 11, 1999

I certify under penalty of perjury that the foregoing is true and correct, at Oxnard, County of Ventura, State of California, on the

11th day of November 1999

  
(Signature)



**OXNARD TRANSPORTATION PLANNING**  
**305 WEST THIRD STREET, 3RD FLOOR**  
**EAST WING, OXNARD, CALIFORNIA 93030**  
**NOTICE OF INITIATION OF STUDIES**  
**Rice Avenue/U.S. Highway 101**  
**Interchange Improvement Project**

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans District 7, Los Angeles), and the Federal Highway Administration, is formally initiating studies for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would provide a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southern quadrants. The City proposes to extend Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and build a cul-de-sac on Ventura Boulevard in the northwest quadrant. The City will also acquire right of way, and relocate businesses and residents for this project. A map on file at the above address shows the general location of the proposed project.

The purpose of the project is to improve safety and to increase capacity to alleviate existing congestion and accommodate project future traffic.

The appropriate local governing bodies and agencies are also being notified this time. During the course of these studies, the City plans to work closely with these agencies and their staff to exchange ideas, and to assure that the City considers all pertinent factors. Please provide any information on sensitive environmental, cultural, and historic resources that may be within the project vicinity. We request your views on the potential effects of this proposal on those resources as well. We would welcome any comments or suggestions you may have about possible alternatives to be studied for social or economic factors. We would like to receive your comments by December 3, 1999, at the address above.

After sufficient engineering, environmental, and socioeconomic data have been developed, the City will hold a public hearing to discuss the project studies. This hearing will be well publicized, and you will be notified in advance of the hearing time and location if you have made comments during this comment period. You may also call Cynthia Daniels at (805) 385-7871 for more information.

Cynthia Daniels, AICP  
Associate Planner

Attachment 4  
Comments Received  
Responses to Comments  
Telephone Log

**Responses to Comment Letters Received in Response  
to the Initiation of Studies Letter**

**COMMENT LETTER NO. 1**

Governor's Office of Planning and Research, State Clearinghouse (dated 11/16/99)

**Response to Comment No. 1A** - Comment noted. This is an administrative letter acknowledging receipt and distribution of the Initiation of Studies letter. No formal response is required.

**COMMENT LETTER NO. 2**

County of Ventura Public Works Agency, Transportation Department (dated 11/11/99)

**Response to Comment No. 2A** - Comment noted. The city will consult and coordinate with the Transportation Department as appropriate as the project proceeds through the planning and design stages.

**COMMENT LETTER NO. 3**

Russell S. Hawthorne (dated 11/16/99)

**Response to Comment No. 3A** - Comment noted. Design elements, similar to those for the Rose Avenue bridge, will be incorporated into project structures to enhance their visual appearance and to improve the attractiveness of the area.

**Response to Comment No. 3B** - See the response letter from the City of Oxnard dated 11/23/99.

**COMMENT LETTER NO. 4**

County of Ventura, Planning Division (dated 11/29/99)

**Response to Comment No. 4A** - Comment noted.

**COMMENT LETTER NO. 5**

County of Ventura, Resource Management Agency, Planning Division (memorandum dated 11/22/99)

**Response to Comment No. 5A** - Comment noted.

**Response to Comment No. 5B** - The sections from the County General Plan referencing County noise goals, policies, and programs has been forwarded to the City's environmental consultant for their use and consideration in preparing the Noise Study for the proposed project.

**COMMENT LETTER NO. 6**

County of Ventura, Public Works Agency, Transportation Department (memorandum dated 11/12/99)

**Response to Comment No. 6A** - Comment noted. The city will coordinate and consult with the County of Ventura Public Works Agency regarding the proposed improvements at appropriate points during the planning and design stages of the project.

**Response to Comment No. 6B** - Comment noted. It should also be noted that State CEQA and federal NEPA environmental regulations require that the environmental planning process provide an opportunity for the public to provide their comments on the proposed project and the project's environmental effects. Public comments received during the planning process, including those from the Nyeland Acres community, will be considered and responded to in accordance with state and federal environmental regulations.

**Response to Comment No. 6C** - As noted in the comment, improvements to Santa Clara Avenue will comply with County Road Standard details.

**Response to Comment No. 6D** - Comment noted.

**Response to Comment No. 6E** - Comment noted.

**COMMENT LETTER NO. 7**

Ventura County Air Pollution Control District (dated 11/23/99)

**Response to Comment No. 7A** - The County's *Guidelines for the Preparation of Air Quality Impact Analyses* has been forwarded to the City's environmental consultant for their use and consideration in preparing the Air Quality Study for the proposed project. The Air Quality Study will identify all feasible measures to mitigate any significant air quality impacts of the proposed project.

**COMMENT LETTER NO. 8**

Rio School District (dated 11/29/99)

**Response to Comment No. 8A** - Project plans include the installation of a traffic signal at the proposed new intersection of Ventura Boulevard and Santa Clara Avenue.

**Response to Comment No. 8B** - Water Quality and Floodplain studies will be prepared to evaluate the proposed project's impacts on water quality and hydrological conditions in the area. Based on the results of those studies, appropriate measures will be identified to mitigate any potentially significant project impacts. It should be noted, however, that it is not a requirement of the project to mitigate preexisting environmental conditions or hazards in the area.

**Response to Comment No. 8C** - Technical studies will be prepared in support of the environmental document for the proposed project that will address the project's socioeconomic and school impacts. These studies will identify the residential units displaced by the proposed project, evaluate the availability of suitable replacement housing in the area, and identify state and federal relocation benefits and procedures. The City/State will assist displaced tenants in finding suitable replacement housing. However, the city is not required under state or federal law to construct replacement housing. It is not known at this time where displaced tenants will choose to relocate.

**COMMENT LETTER NO. 9**

Petition - People of Nyeland Acres

**Response to Comment No. 9A** - Neither the City of Oxnard nor Caltrans have seen any documentation of an agreement between the people of Nyeland Acres and the City of Oxnard and Caltrans. Additionally, the 1993 presentation by Caltrans did not constitute a formal agreement on the preferred alternative for the Rice Avenue/U.S. 101 Interchange Project. Many alternatives have been discussed and analyzed throughout the history of this project. After careful research and analysis, the preferred alternative identified in the Initiation of Studies letter was determined to be the most viable alternative.



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse

STREET ADDRESS: 1400 TENTH STREET, ROOM 322, SACRAMENTO, CALIFORNIA 95834  
MAILING ADDRESS: P.O. BOX 3044, SACRAMENTO, CA 95802-3044  
916-447-0861 FAX 916-321-1018 WWW.OPR.CA.GOV/clearinghouse.html

COMMENT LETTER NO. 1



Loretta Lynch  
DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

DATE: November 16, 1999  
TO: Cynthia Daniels  
Federal Highway Administration  
City of Oxnard  
305 W. 3rd Street  
Oxnard, CA 93030  
RE: U.S. Highway 101/ Rice Avenue Freeway Interchange Improvements  
SCH#: 99111037

RECEIVED  
NOV 19 PM 3:27  
CALIFORNIA HIGHWAY PATROL

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: November 8, 1999  
Review End Date: December 6, 1999

We have distributed your document to the following agencies and departments:

- California Highway Patrol
- Caltrans, District 7
- Department of Conservation
- Department of Fish and Game, Region 5
- Department of Parks and Recreation
- Native American Heritage Commission
- Office of Historic Preservation
- Regional Water Quality Control Board, Region 4
- Resources Agency
- State Lands Commission

1A

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.



PUBLIC WORKS AGENCY  
county of ventura

COMMENT LETTER NO. 2

RECEIVED  
NOV 17 PM 4:18  
CONTACT

Director  
Arthur E. Goulet

Representing Ex-officio:

- Ventura County Flood Control District
- Ventura County Waterworks District  
Nos. 1, 16, 17, and 19
- Lake Sherwood Community Services District
- For Canyon Groundwater Management Agency
- 48500 Local Task Force
- Recycling Market Development Zone

- Deputy Directors of Public Works
- Wm. B. Britt  
Transportation
- John C. Crowley  
Water Resources & Engineering
- Kay Martin  
Solid Waste Management
- Paul W. Ruffin  
Central Services
- Alex Sheydai  
Flood Control

November 11, 1999

Cynthia Daniels, Associate Planner  
Transportation Planning Program  
CITY OF OXNARD  
305 West Third Street  
Oxnard, CA 93030

SUBJECT: INITIATION OF STUDIES  
RICE AVENUE/US 101 INTERCHANGE PROJECT

Dear Ms. Daniels:

Thank you for your letter dated October 25, 1999. The Transportation Department would appreciate being kept involved in the project during various stages of obtaining final design approval from Caltrans and preparing the necessary documents to award the construction contract.

2A

Very truly yours,

Nazir Lalani, P.E.  
Principal Engineer  
Transportation Department

Direct phone:  
654-2080

NL023-14

c: Arthur E. Goulet  
Wm. Butch Britt



800 South Victoria Avenue - Ventura, CA 93009-1600 • 805/654-2018 • Fax: 805/654-3952

**COMMENT LETTER NO. 3**

Russell S. Hawthorne  
733 Dunkirk Drive  
Oxnard, CA 93035  
805-985-7061

RECEIVED  
NOV 19 11:29  
COMMUNITY DEVELOPMENT

November 16, 1999

Ms. Cynthia Daniels  
Transportation Planning Program  
305 W. Third Street  
Oxnard, CA 93030

Dear Ms. Daniels:

In regard to the article in the Oxnard Star dated November 6, 1999 about the Rice Avenue and Highway 101 interchange project, I am 100% for this project. The Rice Avenue bridge most certainly needs to be rebuilt to meet the needs of our transportation problem in that area. I hope it turns out to be the same as the Rose Avenue project. That was one beautiful job!

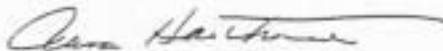
**3A**

One of my other concerns in that area is the freeway frontage between the Del Norte and Rice off-ramps on the north side of the freeway. You can drive from downtown Los Angeles to past Santa Barbara and never see an area as blighted as that one. Oxnard has enough of a bad image without adding to it! We don't want the tourists to pass us by, but to stay and enjoy the good things this city has to offer. The first impression is a lasting one!

**3B**

I hope that while this project is under way consideration is given to improving that area, such as landscaping and/or block walls.

Sincerely,



Russ Hawthorne



November 23, 1999

Mr. Russell S. Hawthorne  
733 Dunkirk Drive  
Oxnard, CA 93035

SUBJECT: Freeway Frontage Between Del Norte Boulevard And Rice Avenue

Mr. Hawthorne, thank you for sending a letter about the Rice/101 interchange and the appearance of the frontage along the freeway. The City received a grant for \$350,000, which the City will match with \$150,000 to improve the landscaping along the freeway on the north side between Del Norte Boulevard and Rice Avenue. The project is scheduled to be funded and constructed in the fiscal year 2000-2001. We look forward to improving the general appearance of Oxnard at this major City entryway. Feel free to call me at (805) 385-7871 if you have any questions. Thank you for your interest.

TRANSPORTATION PLANNING PROGRAM

A handwritten signature in cursive script that reads "Cynthia Daniels".

CYNTHIA DANIELS, AICP  
ASSOCIATE PLANNER

---

Development Services Administration  
303 West Third Street • Oxnard, CA 93030 • (805) 385-7896 Fax (805) 385-7833

RESOURCE MANAGEMENT AGENCY  
**county of ventura**

COMMENT LETTER

Planning Division

Keith A. Turner  
Director

November 29, 1999

C. Daniels, Planner  
Oxnard, CA

FAX #: 385-~~XXXX~~ 7833

Subject: 101 Freeway/Rice Avenue Improvement - IS

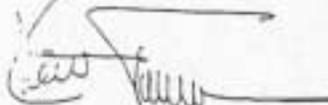
Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document.

Your proposed responses to these comments should be sent directly to the commentator, with a copy to Joseph Eisenhut, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

4A

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Joseph Eisenhut at (805) 654-2464.

Sincerely,



Keith Turner  
County Planning Director

1x5-489

Attachment

County RMA Reference Number 99-120



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

Printed on Recycled Paper



**COMMENT LETTER NO. 5**

**COUNTY OF VENTURA  
RESOURCE MANAGEMENT AGENCY  
PLANNING DIVISION**

**M E M O R A N D U M**

**DATE:** November 22, 1999

**TO:** Joseph Eisenhut, Coordinator  
Outside Environmental Document Review

**FROM:** <sup>65</sup>  
Bruce Smith, Manager  
General Plan Section

**SUBJECT:** Initiation of Studies for Rice Avenue/U.S.Highway 101  
RMA Reference No. 99-120

We have reviewed the above-referenced subject and have the following comments:

The improvements proposed include the (1) reconstruction of the Rice Avenue/Highway 101 interchange and the (2) extension of Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive. The interchange improvement as proposed in the map accompanying the project description ("map") is located within the boundaries of the City of Oxnard. The extension of Ventura Boulevard, however, is proposed for location within the unincorporated area of the County of Ventura.

**5A**

The extension of Ventura Boulevard as shown in the map is subject to the goals, policies and programs of the County General Plan. Policy 2.16.2-1(4) [see attached] requires that noise generators proposed near any noise sensitive use incorporate noise control measures to meet designated noise standards. A noise sensitive use, a mobile home park, is located adjacent to the proposed extension of Ventura Boulevard. Ventura Boulevard is not identified as being within the 2010 Regional Road Network and, therefore, is not exempt from this policy.

**5B**

If you have questions concerning this subject, please contact Kelly Scoles at ext. 5042.

Attachment

Noise can also have adverse effects on materials and structures, particularly as a result of sonic booms and related aircraft noises. These aircraft generated noises can excite buildings to vibrate and can break windows and crack plaster.

While any number of individual measures have been proposed, mitigation measures for identifiable noise problems fall into three categories:

- o Reduction of the noise at its source.
- o Modification of the path of the noise.
- o Reduction of noise at the receiver with various types of insulation.

Noise is directly associated with human activity, and is primarily a function of traffic, machinery and airports. On a generalized basis, motor vehicles, as a group, are the most pervasive contributors to urban noise, while aircraft, railroads and certain high intensity industrial noise generators may produce the most aggravated community annoyance reactions. Due to wide distribution and the types of machinery used, industrial sources are the second greatest noise generator. Airports are regarded as the third greatest noise generator. Other significant noise sources are powered gardening equipment, amplified music, power tools and air conditioners.

Land uses considered noise sensitive uses include residential, educational, and health facilities, research institutions, certain recreational, and entertainment facilities (typically, indoor theaters and parks for passive activities) and churches. Uses considered less sensitive to noise include commercial, and industrial facilities and certain noise-generating recreational facilities such as playgrounds and gymnasiums.

The goal, policies and programs that apply to noise are as follows:

#### 2.16.1 Goal

To protect the health, safety and general welfare of County residents by elimination or avoidance of adverse noise impacts on existing and future noise sensitive uses.

#### 2.16.2 Policies

1. All discretionary development shall be reviewed for noise compatibility with surrounding uses. Noise compatibility shall be determined from a consistent set of criteria based on the standards listed below. An acoustical analysis by a qualified acoustical engineer shall be required of discretionary developments involving noise exposure or noise generation in excess of the established standards. The analysis shall provide documentation of existing and projected noise levels at on-site and off-site receptors, and shall recommend noise control measures for mitigating adverse impacts.
  - (1) Noise sensitive uses proposed to be located near highways, truck routes, heavy industrial activities and other relatively continuous noise sources shall incorporate noise control measures so that:
    - a. Indoor noise levels in habitable rooms do not exceed CNEL 45.
    - b. Outdoor noise levels do not exceed CNEL 60 or  $L_{eq}1H$  of 65 dB(A) during any hour.
  - (2) Noise sensitive uses proposed to be located near railroads shall incorporate noise control measures so that:
    - a. Guidelines (1)a. and (1)b. above are adhered to.
    - b. Outdoor noise levels do not exceed  $L_{eq}$  of 60 dB(A).

- (3) Noise sensitive uses proposed to be located near airports:
  - a. Shall be prohibited if they are in a CNEL 65 or greater, noise contour.
  - b. Shall be permitted in the CNEL 60 to CNEL 65 noise contour area only if means will be taken to ensure interior noise levels of CNEL 45 or less.
- (4) Noise generators, proposed to be located near any noise sensitive use, shall incorporate noise control measures so that outdoor noise levels received by the noise sensitive receptor, measured at the exterior wall of the building, does not exceed any of the following standards:
  - a.  $L_{eq}1H$  of 55dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 6:00 a.m. to 7:00 p.m.
  - b.  $L_{eq}1H$  of 50dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 7:00 p.m. to 10:00 p.m.
  - c.  $L_{eq}1H$  of 45dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 10:00 p.m. to 6:00 a.m.

Section 2.16.2(A) is not applicable to increased traffic noise along any of the roads identified within the 2010 Regional Roadway Network (Figure 4.2.3) Public Facilities Appendix of the Ventura County General Plan (see 2.16.2-1(1)). In addition, State and Federal highways, all railroad line operations, aircraft in flight, and public utility facilities are noise generators having Federal and State regulations that preempt local regulations.

2. Discretionary development which would be impacted by noise or generate project related noise which cannot be reduced to meet the standards prescribed in Policy 2.16.2-1, shall be prohibited. This policy does not apply to noise generated during the construction phase of a project if a statement of overriding considerations is adopted by the decision-making body in conjunction with the certification of a final Environmental Impact Report.
3. The priorities for noise control shall be as follows:
  - (1) Reduction of noise emissions at the source.
  - (2) Attenuation of sound transmission along its path, using barriers, landforms modification, dense plantings, and the like.
  - (3) Rejection of noise at the reception point via noise control building construction, hearing protection or other means.

### 2.16.3 Programs

1. The Oxnard and Camarillo Airport Master Plans recommend the preparation of noise abatement plans, the formation of local noise abatement committees with input from local citizens, and distribution of a periodic newsletter documenting noise abatement policies to aircraft operators and other interested parties. The airport plans also recommend periodic sampling measurements and updating of the CNEL noise model parameters, and discussion of alternative approaches for noise abatement.

In addition, the Oxnard plan recommends publication of a map of recommended noise abatement flight tracks and operating procedures, for distribution to area airports and other interested parties.

**COMMENT LETTER NO. 6**



PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration

MEMORANDUM  
November 12, 1999

**TO:** Resource Management Agency, Planning Division  
Attention: Joseph Eisenhut

**FROM:** Nazir Lalani, Principal Engineer *NL*

**SUBJECT:** Review of Document 99-120  
Initiation of Studies for Rice Avenue/ U.S. Highway 101 Interchange Improvement Project  
Applicant: City of OXNARD  
Lead Agency: City of OXNARD

The Transportation Department has reviewed the Initiation of Studies for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would involve the construction of a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southwest quadrants. The project also involves extending Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and building a cul-de-sac on Ventura Boulevard in the northeast quadrant. We offer the following comments:

- 1) We concur with the proposed project for those areas under the purview of the Transportation Department. No direct cumulative adverse traffic or transportation impacts are expected from this project. However, we are interested in the proposed alignment alternatives on Ventura Boulevard and any proposed improvement on Santa Clara Avenue. **6A**
- 2) The final alignment of Ventura Boulevard should strive to essentially accommodate the Nycland Acres community needs and requests. **6B**
- 3) The Santa Clara Avenue design / improvement shall be in accordance with the County Road Standard details that were previously provided to the City of Oxnard. **6C**
- 4) This project would be an enhancement to the County's Regional Road Network. We will not make any additional comment at this point other than state our support of this project. **6D**
- 5) Our review of this project is limited to the impacts this project may have on the County's Regional Road Network. **6E**

Please call me at 654-2080 if you have questions.

c: Rich Guske

NL:RH:BE:ee  
E:\external\transport\projects\99-120\121.doc



Model Fugitive Dust Mitigation Plan

1. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate to the depth of the proposed cuts.
3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
  - a) All trucks exporting fill from the site shall use tarpaulins to cover the load in compliance with State Vehicle Code §23114. Material transported in trucks off-site shall comply with State Vehicle Code §23114, with special attention to Sections 23114(b)(2)(F), (e)(2), and (e)(4) as amended. Material transported on-site shall be sufficiently watered or secured to prevent fugitive dust emissions.
  - b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
  - c) Graded and/or excavated inactive areas of the construction site shall be monitored (indicate by whom) at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.
4. Signs shall be posted on-site limiting traffic to 15 miles per hour or less.
5. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
6. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
7. Employees involved in grading operations should be advised to wear facemasks during dry periods to reduce dust inhalation.

TOTAL P. 88

RIO SCHOOL DISTRICT

300 CORTEZ ST., OXNARD, CALIF. 93030  
TELEPHONE (805) 485-3111  
FAX (805) 983-0221

Board of Education

Dr. Almaraz  
President

George Perez  
Vice President

Don Araya  
Secretary

Anthony M. Ramos  
Treasurer

Superintendent  
Linda M. Benitez

COMMENT LETTER NO. 8

NOV 29 1999  
COMMUNICATIONS CENTER

November 29, 1999  
Via Fax: (805) 385-7833

City of Oxnard  
Transportation Planning  
305 West Third Street  
Oxnard, CA 93030

Attention: Ms. Cynthia Daniels, AICP  
Associate Planner

Subject: Proposed Interchange Improvement Project for Rice Avenue/Highway 101  
EIR Comments

Dear Ms. Daniels:

In reviewing the proposed project, the Rio School District provides the following comments:

1. With the reconfiguration of Ventura Boulevard, it is requested that a traffic signal be provided so traffic, especially school bus traffic, can safely exit the Nyeland Acre community onto Santa Clara Avenue. (See Exhibit - A, Item 1.)
2. With the improvements of the overpass and interchange, additional storm surface water will be generated and flooding will occur in the area. In particular, Rio Vista School will be adversely impacted. It is requested that a storm drain system be extended to mitigate the flooding at the school. This extension should be funded by the project. (See Exhibit - A, Item 2.)
3. The proposed on and off ramps on the northeast quadrant of the interchange will cause the removal of various dwelling units in the trailer park. This trailer park provides affordable housing for many of our District families. Their relocation will probably cause them to relocate outside of our District. The impact to the District is the probable loss of 17 students, which results in a net loss of \$66,300/year in the general fund and additional funds from various special programs (i.e., migrant, Title I, etc.). How will the District manage this financial loss? Is the City going to provide replacement housing for these residents? If so, where is this new housing going to be located?

8A

8B

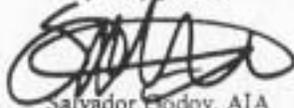
8C

November 29, 1999  
City of Oxnard  
Ms. Cynthia Daniels, AICP  
Page 2 of 2

It is our desire that the aforementioned be addressed in your study.

Should you have any questions, please feel free to contact me at (805) 485-3111 extension 123.

Very truly yours,



Salvador Godoy, AIA  
Director of School Facilities and Classified Services

Attachment: Exhibit - A

cc: Al Duff - President, City of Oxnard Planning Commission  
Governing Board - Rio School District  
Yolanda Benitez, Superintendent - Rio School District  
Dr. Barbara Ybarra, Principal - Rio Real School  
John Flynn, Supervisor 5th District - County of Ventura  
Florence Young, El Rio MAC



**COMMENT LETTER NO. 9**

PETITION

1993-99

99030-5 PM 3:02

THE CITY OF OXNARD AND CAL TRANS ARE PLANNING TO REPLACE THE OVERPASS AT SANTA CLARA-RICE AND THE 101 FREEWAY.

CAL TRANS MADE A PRESENTATION IN 1993 ABOUT THE REPLACEMENT OF THE OVERPASS. THE FIRST PROPOSAL THAT WAS PRESENTED WAS UNACCEPTABLE. THE SECOND PROPOSAL WAS ACCEPTED BY THE PEOPLE OF NYELAND ACRES. NOW THE CITY OF OXNARD DOES NOT WANT TO HONOR THAT AGREEMENT.

9A

WE THE UNDERSIGNED DEMAND THAT THE CITY OF OXNARD HONOR THE SECOND PROPOSAL AS WAS AGREED UPON IN 1993 BETWEEN THE PEOPLE OF NYELAND ACRES AND CAL TRANS.

NAME	ADDRESS
1 <u>LAWRENCE R. CARTER</u> <i>Lawrence R. Carter</i>	<u>2875 VENTURA Blvd OX 93030</u> <u>(805) 485-4727</u>
2 <u>Lillian L. CARTER</u> <i>Lillian Carter</i>	<u>2875 VENTURA Blvd OX 93030</u> <u>485-4727</u>
3 <u>LAWRENCE L. CARTER</u>	<u>2875 VENTURA Blvd OXNARD 93030</u> <u>485-4727</u>
4 <u>RUSSELL CARP</u> <i>Russell Carp</i>	<u>2945 VENTURA BLVD</u> <u>981-0442</u>
5 <u>Robert (Lobby)</u> <i>Robert</i>	<u>2945 VENTURA BLVD 4853811</u>
6 <u>X PAT WOOD</u> <i>Pat Wood</i>	<u>3011 VENTURA BLVD</u> <u>485-1613</u>
7 <u>X GERALD WOOD</u> <i>Gerald Wood</i>	<u>"</u> <u>"</u>

PETITION

THE CITY OF OXNARD AND CAL TRANS ARE PLANNING TO REPLACE THE OVERPASS AT SANTA CLARA-RICE AND THE 101 FREEWAY.

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WE THE UNDERSIGNED DEMAND THAT THE CITY OF OXNARD HONOR THE SECOND PROPOSAL AS WAS AGREED UPON IN 1993 BETWEEN THE PEOPLE OF NYELAND ACRES AND CAL TRANS.

NAME	ADDRESS
8 <u>Stephen Foster</u> <u>[Signature]</u>	<u>3007 E. Ventura Blvd.</u> <u>805 981-8112</u>
9 <u>C Loulan</u> <u>[Signature]</u>	<u>2887 Ventura Bl</u> <u>988-4840</u>
10 <u>G Simardjaya</u> <u>[Signature]</u>	<u>2887 Ventura Bl</u> <u>988-4840</u>
11 <u>Javier Chocano</u> <u>[Signature]</u>	<u>2813 Ventura Bl.</u> <u>278-2241</u>
12 <u>RAVIINDER AVTAR</u> <u>Ravinder Avtar</u>	<u>2691 VENTURA BLVD</u> <u>485-4681</u>
13 <u>SAT PALL</u> <u>[Signature]</u>	<u>2691 VENTURA BLVD.</u> <u>(805) 485-4681</u>
14 <u>DIATAN SATHANANT</u> <u>[Signature]</u>	<u>2691 VENTURA BLVD</u> <u>805-485-1805</u>

PETITION

THE CITY OF OXNARD AND CAL TRANS ARE PLANNING TO REPLACE THE OVERPASS AT SANTA CLARA-RICE AND THE 101 FREEWAY.

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NAME	ADDRESS
15 <u>JOSH DE GUZMAN</u> <u>jdeguzman</u>	<u>2679 E. VENTURA BLVD.</u> <u>OXNARD, CA 93030 (PG) 278-7988</u>
16 <u>DR. RICE CELINE Nottingham B.S.</u> <u>Doris Celine Nottingham Res. 3754 Bailey Ct. N. P 499-3755</u>	<u>3011 VENTURA Blvd, OXNARD</u>
17 <u>Guadalupe J. Estroan</u> <u>Guadalupe J. Estroan</u>	<u>3618 Almond Dr. OXNARD 93030</u> <u>(PG) 988-9447</u>
18 <u>Robert G. Sharp</u> <u>RGS</u>	<u>3452 Almond Dr. Oxnard 93030</u> <u>(805) 4854216</u>
19 <u>Meloni Strauss-Strip</u> <u>Meloni Strauss-Strip</u>	<u>3452 Almond Dr. Oxnard 93030</u> <u>(805) 4854216</u>
20 <u>Margaret A. Vengovski</u> <u>Margaret A. Vengovski</u>	<u>2954 EISENBERG ROAD OXNARD 93030</u> <u>(PG) 4853922</u>
21 <u>GREGORY D. JAMES</u> <u>Gregory D. James</u>	<u>805-485-8401</u> <u>3556 SANTA CLARA AVE 93030</u>

PETITION

THE CITY OF OXNARD AND CAL TRANS ARE PLANNING TO REPLACE THE OVERPASS AT SANTA CLARA-RICE AND THE 101 FREEWAY.

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NAME	ADDRESS
22 <u>CASPER HANES</u> <u>Casper Hanes</u>	<u>3731 NYELAND AVE</u> <u>OXNARD, CA. 93030 805 485 8175</u>
23 <u>Maureen Kennedy</u> <u>Maureen Kennedy</u>	<u>3422 Nyeland Ave</u> <u>OXNARD CA. 93030 485-5467</u>
24 <u>L. H. Edie</u> <u>L. H. Edie</u>	<u>3517 Almond Dr.</u> <u>Ox. Cal 93030 485-1623</u>
25 <u>PAULINE EDIE</u> <u>Pauline Edie</u>	<u>3517 ALMOND DR - 485-1629</u> <u>3517 Almond Dr. OX 93030 C</u>
26 <u>Jackie Bussoli</u> <u>Jackie Bussoli</u>	<u>3542 Almond Dr 983 3719 OX</u>
27 <u>Casper Tully</u> <u>Casper Tully</u>	<u>3542 Almond Dr 983 3719 OX</u>
28 <u>Thapv Sinar</u> <u>THAPV SINAR</u>	<u>2211 Cedar Ridge Oxnard Ca</u> <u>805-485-9594</u>

PETITION

THE CITY OF OXNARD AND CAL TRANS ARE PLANNING TO REPLACE THE OVERPASS AT SANTA CLARA-RICE AND THE 101 FREEWAY.

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NAME	ADDRESS
29 <u>BILLIE MAE HARLEY</u> <u>Bessie Mae Harley</u>	<u>2962 Almond Dr</u> <u>805-988-2267</u>
30 <u>Smile H. Smith</u> <u>Shella Smith</u>	<u>2127 Hillcrest Dr</u> <u>909-267</u>
+ 31 <u>Maria Brunia</u> <u>MARIA BRUNIA</u>	<u>2820 Friedrich Rd Oxnard CA 93020</u>
32 <u>Clarence D. Stahlnecker</u> <u>Clarence D. Stahlnecker</u>	<u>3426 Nyeland Ave - Oxnard - CA 93020</u> <u>485-5933</u>
33 <u>GENEVA STAHLNECKER</u> <u>Geneva Stahlnecker</u>	<u>3426 NYELAND AV. OX. CA 93030</u> <u>485-5933</u>
34 <u>DAVE SOUZA</u> <u>Dave Souza</u>	<u>3574 Nyeland Ave</u> <u>485-7432</u>
35 <u>JENNIFER SAMA</u> <u>Jennifer Sama</u>	<u>3574 NYELAND AVE</u> <u>485 7432</u>

PETITION

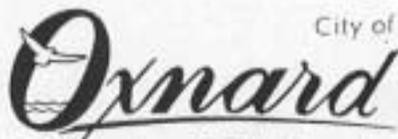
THE CITY OF OXNARD AND CAL TRANS ARE PLANNING TO REPLACE THE OVERPASS AT SANTA CLARA-RICE AND THE 101 FREEWAY.

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NAME	ADDRESS
36 <u>DONNA SOUZA</u> <u>Donna Souza</u>	<u>3574 Nyeland Ave</u> <u>485-7632</u>
37 <u>CHARLES LOWE</u> <u>Charles Lowe</u>	<u>3724 ORANGE DR</u> <u>983 1493</u>
38 <u>Sam Thompson</u> <u>SAMUEL THOMPSON</u>	<u>3535 Almond Dr</u> <u>660-1890</u>
39 <u>GARY MILBORG</u> <u>Gary Milborg</u>	<u>3652 ORANGE</u> <u>278 0802</u>
40 <u>Danny Bogaev</u>	<u>3419 Nyeland Ox</u>
41 <u>MILDRED SMITH</u> <u>Mildred Smith</u>	<u>3754 ORANGE DR.</u>
42 <u>RAYMOND H SMITH</u> <u>Raymond H Smith</u>	<u>3754 WIND DR</u>





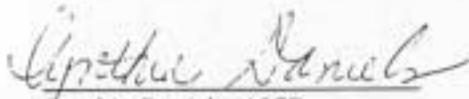
Telephone Log of Calls Regarding Rice/101 That May Be Related to the Initiation of Studies Letter

Date	Caller, Phone Number, Topic or Issues or Inquiry and Response or Follow Up
11/15/99	Russ Hawthorne, (805) 985-7061 Indicated the Rice/101 project a good idea, he is sending a letter. He asked about the appearance from the freeway of the area between Del Norte interchange and Rice Interchange. Told him City has received a grant for landscaping along north side of freeway between Del Norte and Rice.
11-10-99	Larry Carter, (805) 989-1448 Asked if the alignment was similar to previous Caltrans alignment presented to Nyeland Acres neighborhood in the past. Told him it was similar. He inquired about the alignment of Ventura Boulevard, asked when the project would start. I told him right of way would start acquisition in 2001, construction would start in 2002.
11/16/99	Kelly Scoll, County of Ventura Planning Department, (805) 654-5042 Asked why the County was not an applicant on this project, and would the Ventura Blvd. Be annexed to the City? I said the County was not paying for the freeway interchange since it wasn't in the county, and the new road alignment would not be annexed to the city. She asked if we had talked to the County about the realignment. I said we had met several times with Art Goulet, Butch Britt, Bob Brownie, and recently with Nazir Lalari in addition to several meetings with the El Rio Municipal Advisory Council, and Supervisor John Flynn in the neighborhood.
11/15/99	Laura Lopez, Oxnard Inquired about the interchange's affect on the Taco Inn. I said the business would be relocated and the owners paid according to law. She asked that her mother be included on the mailing list for future information. Her mother reads Spanish only; she can translate for her mother. I explained briefly the federal relocation law requirements.
Date not noted	Bud Sandwall 485-3956, 658-6004 He inquired about the Bud & Ken Lumber site, and County Squire Mobile Home Park. He owns both. Provided him with map, explained the layout of the interchange, and added him to mailing list.
Date not noted	Ginger Rodriguez 654-6250 Inquired about the location of a potential business in relation to the interchange. Provided her with a map and suggested she fax it to the property owner to identify the business site on the interchange map.

Contact Log for Rice/101 Initiation of Studies Letter

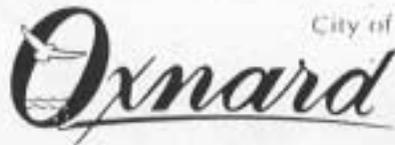
-2-

Date not noted	Karen, California State Clearinghouse, (916) 445-0613 Requested the City complete the transmittal form and fax it to the State Clearinghouse for the initiation of studies letter. Faxed the form.
October 28, 1999 8:30 a.m.	Dino Andrade, (805) 650-6938 Meet with him and his neighbor, Bob Moraga, who own residential property north of and within the path of the realigned Ventura Blvd., respectively. Provided them with maps of interchange, explained the environmental process and next opportunities for public comment. Added both to the mailing list.
October 20, 1999 11:00 a.m.	Dave Haugen, Panattoni Development. Met with him to show the interchange layout. He's a real estate developer interested in developing the vacant lot in the northwest quadrant, east of the mobile home park. Discussed the soundwall, visibility of the site from the freeway. Gave him a map of the interchange, added him to the mailing list.



Cynthia Daniels, AICP  
Associate Planner  
City of Oxnard  
Transportation Planning Division

APPENDIX A – INITIATION OF STUDIES LETTER AND RESPONSES



October 25, 1999

Dear Members of the Public and Interested Public Agencies,

**SUBJECT: Initiation of Studies for Rice Avenue/U.S. Highway 101 Interchange Improvement Project**

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans District 7, Los Angeles), and the Federal Highway Administration, is formally initiating studies for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would provide a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southern quadrants. The City proposes to extend Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and build a cul de sac on Ventura Boulevard in the northwest quadrant. The City will also acquire right of way for this project. The enclosed map shows the general location of the proposed project.

The purpose of the project is to improve safety and to increase capacity to alleviate existing congestion and accommodate projected future traffic.

The appropriate local governing bodies and agencies are also being notified at this time. During the course of these studies, the City plans to work closely with these agencies and their staff to exchange ideas, and to assure that the City considers all pertinent factors. Please provide any information on sensitive environmental, cultural, and historic resources that may be within the project vicinity. We request your views on the potential effects of this proposal on those resources as well. We would welcome any comments or suggestions you may have about possible alternatives to be studied or social or economic factors. We would like to receive your comments by **November 30, 1999**, at the address below.

After sufficient engineering, environmental, and socioeconomic data have been developed, the City will hold a public hearing to discuss the project studies. This hearing will be well publicized, and you will be notified in advance of the hearing time and location. We would be pleased to answer any questions you may have on this project. Feel free to call me at (805) 385-7871.

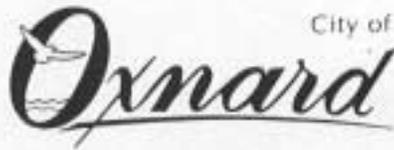
TRANSPORTATION PLANNING PROGRAM

A handwritten signature in cursive script that reads "Cynthia Daniels".

CYNTHIA DANIELS, AICP  
ASSOCIATE PLANNER

Enclosure: Map of Project and Surrounding Area

Development Services Administration  
105 West Third Street • Oxnard, CA 93030 • (805) 385-7871 • Fax (805) 385-7831



March 13, 2000

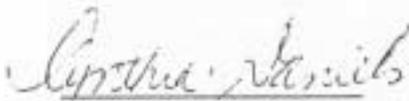
Scoping Report for Rice Avenue and U.S. Highway 101 Freeway Interchange Improvements

Notice and Ad On October 25, 1999, the City of Oxnard distributed a notice and map to interested agencies and parties, requesting comments by November 30, 1999 (see Attachment 1). The list of parties sent the notice and map are located in Attachment 2. The City placed an ad in the legal section of the local newspaper and extended the deadline for comments to December 3, 1999 (see Attachment 3).

Comments Received The City received the comments identified in Attachment 4 during the comment period closing on December 3, 1999. The City also maintained a record of telephone inquiries and comments placed to the Transportation Planning Division during the comment period. This telephone log is located in Attachment 4.

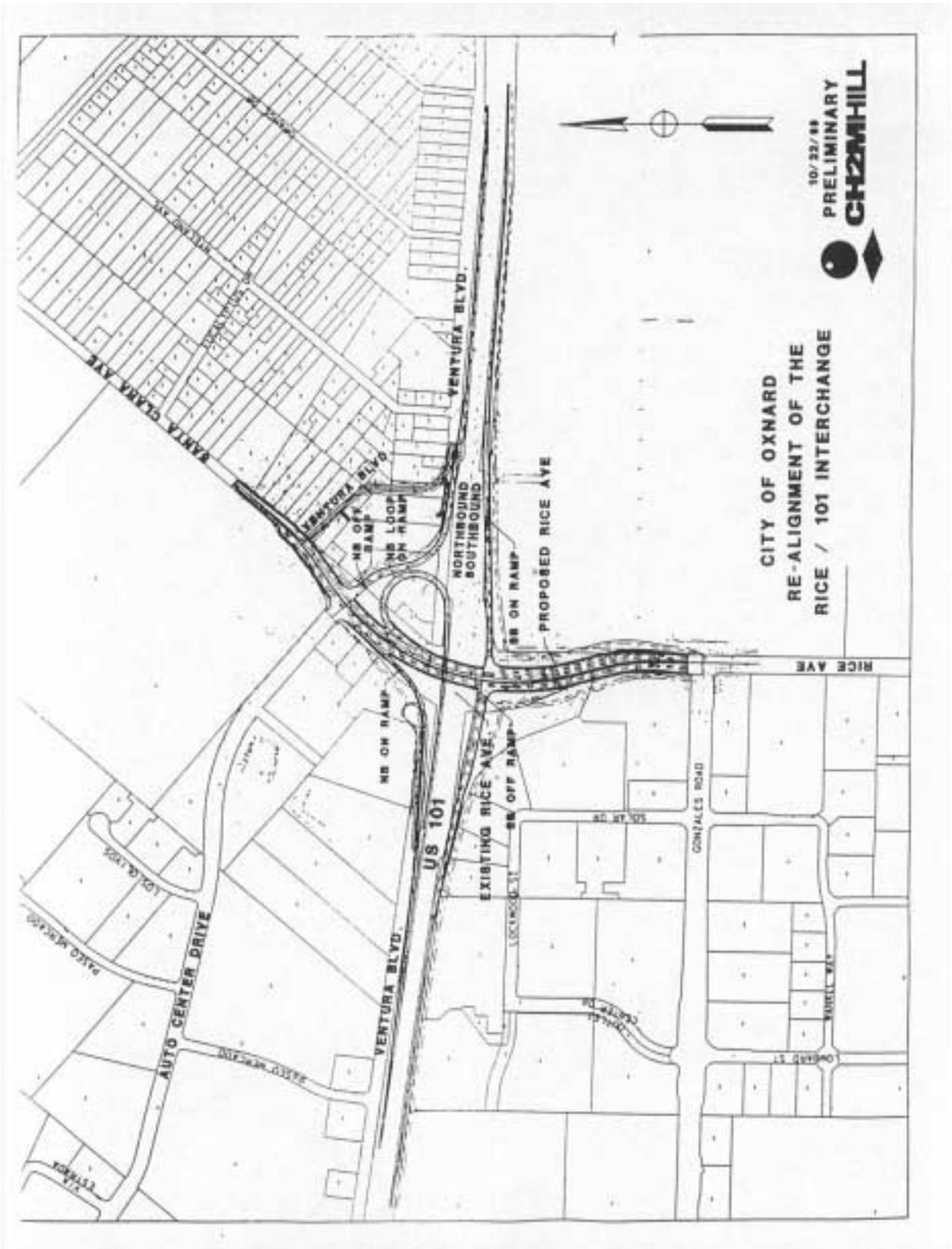
Response to Comments

Responses to the comments have been prepared by the City's consultant, Myra L. Frank & Associates. The responses are provided in Attachment 4.

  
Cynthia Daniels, AICP  
Associate Planner

- Attachments
1. Notice and map
  2. Mailing list
  3. Legal ad and affidavit of publication
  4. Comments received, responses to comments, and telephone log

Development Services Administration  
805 West Third Street • Oxnard, CA 91320 • (805) 485-7896 Fax (805) 385-7833



Attachment 2  
Mailing List

Mailing List for Initiations of Studies Letter for Rice/Highway 101 Freeway Interchange Improvements

November 15, 1999

Tony Velasquez  
Project Manager  
Caltrans District 7, Project Management  
120 South Spring St.  
Los Angeles, CA 90012

Fekade S. Mesfin  
Senior Transportation Engineer  
Caltrans District 7, Locally Funded  
Oversight  
120 South Spring St.  
Los Angeles, CA 90012

Paul Thakur  
Transportation Engineer  
Caltrans District 7, Locally Funded  
Oversight  
120 South Spring St.  
Los Angeles, CA 90012

Arshad Rashedi  
Senior Transportation Engineer  
Caltrans District 7, Office of Local  
Programs  
120 South Spring St, Room 419A  
Los Angeles, CA 90012

Gary Maxwell  
Project Engineer  
Caltrans District 7, Office of Local  
Programs  
120 South Spring St, Room 419A  
Los Angeles, CA 90012

Rob Roshanian  
City Engineer  
City of Oxnard Development Services  
305 West Third St.  
Oxnard, CA 93030

Hung Le  
Civil Engineer  
City of Oxnard Engineering Services  
305 West Third St.  
Oxnard, CA 93030

Cynthia Daniels  
Associate Planner  
City of Oxnard Transportation Planning  
305 West Third St.  
Oxnard, CA 93030

Art Goulet  
Public Works Director  
County of Ventura  
800 S. Victoria Ave.  
Ventura, CA 93009

Butch Britt  
Public Works Agency  
County of Ventura  
800 S. Victoria Ave.  
Ventura, CA 93009

Granville Bowman  
Public Works Director  
City of Oxnard  
305 West Third St.  
Oxnard, CA 93030

Ron Kosinski  
Director  
Caltrans District 7, Environmental Planning  
120 South Spring St.  
Los Angeles, CA 90012

Donna Helms  
Interim Neighborhood Services Manager  
City of Oxnard Neighborhood Services  
241 West Second Street  
Oxnard, CA 93030

Margery Lazarus  
Project Manager  
CH2M Hill  
3 Hutton Centre Drive, Suite 200  
Santa Ana, CA 92707

Lee Lisecki  
Project Manager  
Myra L. Frank & Associates  
811 West 7th Street, Suite 800  
Los Angeles, CA 90017

Trisha Munro  
El Rio West Neighborhood Council  
221 Juneau Pl  
Oxnard, CA 93030

Larry Wright  
Rose/Santa Clara Businessmens Assoc.  
2963 Las Posas Rd., P.O. Box 254  
Camarillo, CA 93011

Mailing List for Initiations of studies Letter for Rice/Highway 101 Freeway Interchange Improvements

November 15, 1999

Dave Souza  
Nyeland Mutual Water Co.  
154 S. Las Posas Rd.  
Camarillo, CA 93010

The Honorable John Flynn  
Supervisor  
Ventura County Board of Supervisors  
2900 Saviers Rd., 2nd Floor  
Oxnard, CA 93030

Mike Barber  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
3701 Orange Dr.  
Oxnard, CA 93030

Mike Flaharty  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
393 Simon Way  
Oxnard, CA 93030

David Gomez  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
4727 Strickland Dr.  
Oxnard, CA 93030

Don Hoffman  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
284 Collins St.  
Oxnard, CA 93030

Bob Johnston  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
4763 Strickland Dr.  
Oxnard, CA 93030

Evelyn Miller  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
792 Corsicana Dr.  
Oxnard, CA 93030

Victor Nose  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
5163 N. Rose Ave.  
Oxnard, CA 93030

David Souza  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
3574 Nyeland Acres  
Oxnard, CA 93030

Florence Young  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
552 Walnut Dr.  
Oxnard, CA 93030

Rick Eckhart  
Owner  
Eckhart Trailer Hitch & Welding  
2701 Ventura Blvd.  
Oxnard, CA 93030

Mr. Kam Kanji  
Texaco Mini Mart  
3025 Santa Clara Avenue  
Oxnard, CA 93030

Jim Kanji  
Owner  
Texaco Mini Mart  
3025 Santa Clara Avenue  
Oxnard, CA 93030

Larry Carter  
2875 Ventura Blvd.  
Oxnard, CA 93030

Thad Sinor  
Property Owner for Fiesta Motors  
2211 Cedar Ridge Ct.  
Oxnard, CA 93030

Paul Chapman  
Administrative Assistant  
The Honorable John Flynn, Supervisor,  
Ventura County Board of Supervisors  
2900 South Saviers Rd., 2nd Floor  
Oxnard, CA 93030

Mailing List for Initiations of studies Letter for Rice/Highway 101 Freeway Interchange Improvements

November 15, 1999

Bob Braitman  
Principal  
Braitman & Associates  
8277 Cheshire Street  
Ventura, CA 93004

Dave Haugen  
Parattoni Development  
19700 Fairchild Rd. Suite 290  
Irvine, CA 92612

Eleanor Branthoover  
Chairperson  
Rio Lindo Neighborhood Council  
2221 Isabella Street  
Oxnard, CA 93030

Peter Erdos  
Chairman  
1999 INCF Executive Board  
3075 Johnson Drive  
Ventura, CA 93003

Dino Andrade  
1300 Saratoga Ave No. 1211  
Ventura, CA 93003

Bob Moraga  
2208 Firestone Ct.  
Oxnard, CA 93030

Elizabeth Standeven  
Arthur Valuation Group  
31355 Oak Crest Drive, 2nd Fl.  
Westlake Village, CA 91361

Bud Sandwall  
P.O. Box 6396  
Oxnard, CA 93031-6396

Eulalia Lopez  
Taco Inn  
130 Imperial St.  
Oxnard, CA 93030

**Initial Study/Environmental Assessment**

Environmental Protection Agency (EPA)  
Office of Federal Activities (A-104)  
401 "M" Street, SW  
Washington, DC 20460

EIS Coordinator, Region 9 *returned* (5)  
Environmental Protection Agency *11-2-97*  
215 Fremont Street  
San Francisco, CA 94105

Federal Transit Administration  
Region 9  
101 Mission Street, Suite 2210  
San Francisco, CA 94105

Director, Office of Environmental Policy and Compliance (18)  
U. S. Department of Interior  
Main Interior Building Rm. 2340  
1849 C Street, NW  
Washington, DC 20240

Director, Office of Environmental Compliance (2)  
U. S. Department of Energy  
100 Independence Ave., SW, Rm. 4G-064  
Washington, DC 20585

Director, Office of Environmental Affairs  
Department of Health and Human Services  
200 Independence Ave. SW Rm. 537 F  
Washington DC 20201

Centers for Disease Control  
Environmental Health and Injury Control  
Special Programs Group, Mail Stop F-29  
600 Clifton Road  
Atlanta, GA 30333

District Engineer  
U. S. Army Corps of Engineers  
300 N. Los Angeles Street  
Los Angeles, CA 90012

Environmental Clearance Officer (2)  
Department of Housing and Urban Dev.  
P. O. Box 36003  
San Francisco, CA 94102

U. S. Soil Conservation Service  
Area Conservationist, Area VI  
3619A Canyon Crest Drive *returned 11-30-97*  
Riverside, CA 92507

Assistant Vice President  
Budget, Analysis, and Planning  
17 University Hall  
University of California  
Berkeley, CA 94720

*new address as of 11-1-97  
Planning Design & Construction  
Office of the President  
University of California  
111 Franklin St 2nd Fl.  
Berkeley CA 94707*

Vice Chancellor, Physical Planning and Dev.  
CSU, Attn: Contract Management  
400 Golden Shore Boulevard  
Long Beach, CA 90802-4275

California Native Plant Society  
19 12<sup>th</sup> Street, Suite 116  
Sacramento, CA 95814

*returned 11-15-97*

California Wildlife Federation *returned 11-17-97*  
1012 J Street, Suite 20  
Sacramento, CA 95814

Terra Club  
110 Beverly Boulevard, Ste 2  
Los Angeles, CA 90057

*returned 11-30-97*

Museum of Vertebrate Zoology  
2593 Life Sciences Building  
Berkeley, CA 94720

California Transportation Commission  
P O Box 942873 (MS-52)  
Sacramento, CA 94273-0001

California Highway Patrol  
4115 Broad Street, Suite B10  
San Luis Obispo, CA 93401

Aeronautics Program Manager  
120 N Street  
Sacramento, CA 95814

Chief, Bureau of School Planning  
Department of Education  
721 Capitol Mall  
Sacramento, CA 95814

**Initial Study/Environmental Assessment**

<p>Executive Secretary Native American Heritage Commission 15 Capitol Mall, Rm 288 Sacramento, CA 95814</p>	<p>Chief, Airports Branch Federal Aviation Administration 5885 West Imperial Highway Los Angeles, CA 90045</p>	<p><i>Returned 11-16-99</i></p>	
<p>Freeway Highway Program Coordinator 130 K Street Sacramento, CA 95814</p>	<p>(8)</p>	<p>Department of the Navy Western Division Director of Real Estate—Code 24 Naval Facilities Engineering Command P.O. Box 127 San Bruno, CA 94066</p>	<p><i>Returned 11-17-99</i></p>
<p>Chancellor California State University Channel Islands The University Drive Camarillo, CA 93012</p>	<p>The Honorable Dianne Feinstein United States Senate SH-331 Hart Senate Office Building Washington, DC, 20510-0504</p>		
<p>Mr. Brian Miller Field Representative Congressman Elton Gallegly 10 Esplanade Drive Woodland, CA 93030</p>	<p>The Honorable Tony Strickland California Assembly State Capitol Building, Room 5160 Sacramento, CA 95814</p>		
<p>The Honorable Barbara Boxer United States Senate H-112 Hart Senate Office Building Washington, DC, 20510-0505</p>	<p>The Honorable Tony Strickland California State Assembly 221 East Daily Drive, Suite 7 Camarillo, CA 93010</p>		
<p>Ms. Jan Smith District Coordinator Senator Cathie Wright 145 Erringer Rd. Yuba Valley, CA 93065</p>	<p>The Honorable Elton Gallegly House of Representatives 2441 Rayburn House Office Building Washington, DC, 20515-0523</p>		
<p>The Honorable Cathie Wright Senator California Senate 145 Erringer Road Yuba Valley, CA 93065</p>	<p>The Honorable Cathie Wright California Senate State Capitol Building, Room 4052 Sacramento, CA 95814</p>		
<p>Bob Moraga 208 Firestone Court Woodland, CA 93030</p>	<p>669</p>	<p>Air Pollution Control District 702 County Square Drive Ventura, CA 93003</p>	<p><i>Returned 11-17-99 No sent to new address 11-17-99</i></p>
<p>City Council</p>	<p>(5)</p>	<p>Planning Commission</p>	<p>(7)</p>
<p>Planning and Environmental Services Manager</p>		<p>City Manager</p>	

Development Services Manager		Financial Services	
Fire Department		Parks/Facility Development	
Library/Circulation	(3)	Police Department	
Transportation Planning		State Clearinghouse Office of Planning and Research PO Box 3044 Sacramento, CA 95814-3044	(11)
Planning Services Resource Mgt. Agency/Plng. Div. County of Ventura 70 South Victoria Avenue Ventura, CA 93009	(6)	County of Ventura Flood Control District 800 South Victoria Avenue Ventura, CA 93009	
Ventura Regional Sanitation Dist. 111 Partridge Drive, Ste. 150 Ventura, CA 93003-5562		Federal Aviation Admin./AWP-8 Regional Planning Officer P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007	
North Coast Area Transit P.O. Box 1146 Guadalupe, CA 93032		City of Port Hueneme Community Development Department 250 North Ventura Road Port Hueneme, CA 93041	
City of Camarillo Dept. Of Planning & Comm. Dev. P.O. Box 248 Camarillo, CA 93011-0248		City of San Buenaventura Planning Division P.O. Box 99 Ventura, CA 93001	
Executive Director VFCO 10 S Victoria Ave Ventura CA 93009		Environmental Planning Branch State Department of Transportation 120 South Spring Street Los Angeles, CA 90012	
Instruction Battalion Center 100 23 <sup>rd</sup> Avenue, Code 40 Port Hueneme, CA 93043		SCAG 818 West Seventh St., 12 <sup>th</sup> floor Los Angeles, CA 90012	

**Initial Study/Environmental Assessment**

Executive Officer  
Regional Water Quality Control Board,  
Los Angeles Region  
107 South Broadway Blvd.  
Los Angeles, CA 90012

Calleguas Municipal Water District  
2100 Olsen Road  
Thousand Oaks, CA 91362

United Water Conservation District  
P.O. Box 432  
Santa Paula, CA 93060

Superintendent  
Rio School District  
3300 Cortez Street  
Oxnard, CA 93030

Ventura Community College Dist.  
133 Skyway Drive  
Camarillo, CA 93010

Southern California Gas Company  
P.O. Box 1392  
Oxnard, CA 93030

Oxnard Chamber of Commerce  
P.O. Box 867  
Oxnard, CA 93032

Archaeological Cultural Resource Consultants, Venturo Chumash  
P.O. Box 4348  
Thousand Oaks, CA 91359

Ventura County & Coast Reporter  
583 Spinnaker Drive  
Ventura, CA 93003

Oxnard Newspaper  
P.O. Box 427  
Oxnard, CA 93030

Coastal Commission  
89 S California St 2nd Fl  
Ventura CA 93001

Executive Director  
Ventura County Transportation Commission  
950 County Square Dr Ste 207  
Ventura CA 93003

Dr Ron Weinert  
Director of Facilities  
Oxnard School District  
1055 S C St  
Oxnard CA 93030

Superintendent  
Oxnard Union High School District  
309 South "K" Street  
Oxnard, CA 93030

Oxnard Harbor District  
P.O. Box 608  
Port Hueneme, CA 93041

General Telephone Company (GTE)  
761 South "C" Street  
Oxnard, CA 93030

Sierra Club  
Conservation Chair  
60 Calea Drive  
Camarillo, CA 93010

League of Women Voters  
Donna Nowland  
323 East Matilija Street, Ste. 122-126  
Ojai, CA 93023

Oxnard Star  
5250 Ralston Street  
Ventura, CA 93003

Los Angeles Times  
Ventura County Edition  
93 South Chestnut Street  
Ventura, CA 93001

*returned 11-4-99*

*returned 11-5-99  
re-sent to 528 So A.S.  
Camarillo CA 93030-7109*

Environmental Coalition of Ventura County  
P.O. Box 68  
Ventura, CA 93002

Ventura County Archaeological Society  
100 East Main Street  
Ventura, CA 93001

Ventura County Cultural Heritage Board  
10 South Victoria Avenue  
Ventura, CA 93003

El Rio Municipal Advisory Council  
552 Walnut Drive  
Oxnard, CA 93030

Oxnard Council Members  
9 Balsam St.  
Oxnard, CA 93030

Attachment 3  
Legal Ad and Affidavit of Publication

# In the Superior Court of the State of California

## IN AND FOR THE COUNTY OF VENTURA CERTIFICATE OF PUBLICATION

### TYPE OF NOTICE

Notice of Initiation of Studies  
(Rice/101 Interchange Improvement)  
Thursday, November 11, 1999

STATE OF CALIFORNIA  
COUNTY OF VENTURA

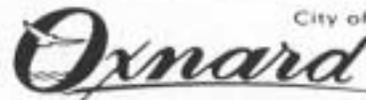
I, Manuel M. Muñoz  
hereby certify that Ventura County Vida Newspaper, is a newspaper of general circulation within the provision of the Government Code of the State of California, printed and published in the County of Ventura, State of California; that I am the Director of said newspaper; that the annexed clipping is a true printed copy and published in said newspaper on the following dates, to wit,

Nov. 11, 1999

I certify under penalty of perjury that the foregoing is true and correct, at Oxnard, County of Ventura, State of California, on the

11th day of November 1999

  
(Signature)



**OXNARD TRANSPORTATION PLANNING**  
**305 WEST THIRD STREET, 3RD FLOOR**  
**EAST WING, OXNARD, CALIFORNIA 93030**  
**NOTICE OF INITIATION OF STUDIES**  
**Rice Avenue/U.S. Highway 101**  
**Interchange Improvement Project**

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans District 7, Los Angeles), and the Federal Highway Administration, is formally initiating studies for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would provide a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southern quadrants. The City proposes to extend Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and build a cul-de-sac on Ventura Boulevard in the northwest quadrant. The City will also acquire right of way, and relocate businesses and residents for this project. A map on file at the above address shows the general location of the proposed project.

The purpose of the project is to improve safety and to increase capacity to alleviate existing congestion and accommodate project future traffic.

The appropriate local governing bodies and agencies are also being notified this time. During the course of these studies, the City plans to work closely with these agencies and their staff to exchange ideas, and to assure that the City considers all pertinent factors. Please provide any information on sensitive environmental, cultural, and historic resources that may be within the project vicinity. We request your views on the potential effects of this proposal on those resources as well. We would welcome any comments or suggestions you may have about possible alternatives to be studied for social or economic factors. We would like to receive your comments by December 3, 1999, at the address above.

After sufficient engineering, environmental, and socioeconomic data have been developed, the City will hold a public hearing to discuss the project studies. This hearing will be well publicized, and you will be notified in advance of the hearing time and location if you have made comments during this comment period. You may also call Cynthia Daniels at (805) 385-7871 for more information.

Cynthia Daniels, AICP  
Associate Planner

Attachment 4  
Comments Received  
Responses to Comments  
Telephone Log

**Responses to Comment Letters Received in Response  
to the Initiation of Studies Letter**

**COMMENT LETTER NO. 1**

Governor's Office of Planning and Research, State Clearinghouse (dated 11/16/99)

**Response to Comment No. 1A** - Comment noted. This is an administrative letter acknowledging receipt and distribution of the Initiation of Studies letter. No formal response is required.

**COMMENT LETTER NO. 2**

County of Ventura Public Works Agency, Transportation Department (dated 11/11/99)

**Response to Comment No. 2A** - Comment noted. The city will consult and coordinate with the Transportation Department as appropriate as the project proceeds through the planning and design stages.

**COMMENT LETTER NO. 3**

Russell S. Hawthorne (dated 11/16/99)

**Response to Comment No. 3A** - Comment noted. Design elements, similar to those for the Rose Avenue bridge, will be incorporated into project structures to enhance their visual appearance and to improve the attractiveness of the area.

**Response to Comment No. 3B** - See the response letter from the City of Oxnard dated 11/23/99.

**COMMENT LETTER NO. 4**

County of Ventura, Planning Division (dated 11/29/99)

**Response to Comment No. 4A** - Comment noted.

**COMMENT LETTER NO. 5**

County of Ventura, Resource Management Agency, Planning Division (memorandum dated 11/22/99)

**Response to Comment No. 5A** - Comment noted.

**Response to Comment No. 5B** - The sections from the County General Plan referencing County noise goals, policies, and programs has been forwarded to the City's environmental consultant for their use and consideration in preparing the Noise Study for the proposed project.

**COMMENT LETTER NO. 6**

County of Ventura, Public Works Agency, Transportation Department (memorandum dated 11/12/99)

**Response to Comment No. 6A** - Comment noted. The city will coordinate and consult with the County of Ventura Public Works Agency regarding the proposed improvements at appropriate points during the planning and design stages of the project.

**Response to Comment No. 6B** - Comment noted. It should also be noted that State CEQA and federal NEPA environmental regulations require that the environmental planning process provide an opportunity for the public to provide their comments on the proposed project and the project's environmental effects. Public comments received during the planning process, including those from the Nyeland Acres community, will be considered and responded to in accordance with state and federal environmental regulations.

**Response to Comment No. 6C** - As noted in the comment, improvements to Santa Clara Avenue will comply with County Road Standard details.

**Response to Comment No. 6D** - Comment noted.

**Response to Comment No. 6E** - Comment noted.

**COMMENT LETTER NO. 7**

Ventura County Air Pollution Control District (dated 11/23/99)

**Response to Comment No. 7A** - The County's *Guidelines for the Preparation of Air Quality Impact Analyses* has been forwarded to the City's environmental consultant for their use and consideration in preparing the Air Quality Study for the proposed project. The Air Quality Study will identify all feasible measures to mitigate any significant air quality impacts of the proposed project.

**COMMENT LETTER NO. 8**

Rio School District (dated 11/29/99)

**Response to Comment No. 8A** - Project plans include the installation of a traffic signal at the proposed new intersection of Ventura Boulevard and Santa Clara Avenue.

**Response to Comment No. 8B** - Water Quality and Floodplain studies will be prepared to evaluate the proposed project's impacts on water quality and hydrological conditions in the area. Based on the results of those studies, appropriate measures will be identified to mitigate any potentially significant project impacts. It should be noted, however, that it is not a requirement of the project to mitigate preexisting environmental conditions or hazards in the area.

**Response to Comment No. 8C** - Technical studies will be prepared in support of the environmental document for the proposed project that will address the project's socioeconomic and school impacts. These studies will identify the residential units displaced by the proposed project, evaluate the availability of suitable replacement housing in the area, and identify state and federal relocation benefits and procedures. The City/State will assist displaced tenants in finding suitable replacement housing. However, the city is not required under state or federal law to construct replacement housing. It is not known at this time where displaced tenants will choose to relocate.

**COMMENT LETTER NO. 9**

Petition - People of Nyeland Acres

**Response to Comment No. 9A** - Neither the City of Oxnard nor Caltrans have seen any documentation of an agreement between the people of Nyeland Acres and the City of Oxnard and Caltrans. Additionally, the 1993 presentation by Caltrans did not constitute a formal agreement on the preferred alternative for the Rice Avenue/U.S. 101 Interchange Project. Many alternatives have been discussed and analyzed throughout the history of this project. After careful research and analysis, the preferred alternative identified in the Initiation of Studies letter was determined to be the most viable alternative.



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse

STREET ADDRESS: 1400 TENTH STREET, ROOM 322, SACRAMENTO, CALIFORNIA 95834  
MAILING ADDRESS: P.O. BOX 3044, SACRAMENTO, CA 95832-3044  
916-447-0861 FAX 916-321-1018 WWW.OPR.CA.GOV/clearinghouse.html

COMMENT LETTER NO. 1



Loretta Lynch  
DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

DATE: November 16, 1999  
TO: Cynthia Daniels  
Federal Highway Administration  
City of Oxnard  
305 W. 3rd Street  
Oxnard, CA 93030  
RE: U.S. Highway 101/ Rice Avenue Freeway Interchange Improvements  
SCH#: 99111037

RECEIVED  
NOV 19 PM 3:27  
CALIFORNIA HIGHWAY PATROL

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: November 8, 1999  
Review End Date: December 6, 1999

We have distributed your document to the following agencies and departments:

- California Highway Patrol
- Caltrans, District 7
- Department of Conservation
- Department of Fish and Game, Region 5
- Department of Parks and Recreation
- Native American Heritage Commission
- Office of Historic Preservation
- Regional Water Quality Control Board, Region 4
- Resources Agency
- State Lands Commission

1A

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.



PUBLIC WORKS AGENCY  
county of ventura

COMMENT LETTER NO. 2

RECEIVED  
NOV 17 PM 4:18  
CONTACT

Director  
Arthur E. Goulet

Representing Ex-officio:

Ventura County Flood Control District  
Ventura County Waterworks District  
Nos. 1, 16, 17, and 19  
Lake Sherwood Community Services District  
For Canyon Groundwater Management Agency  
48500 Local Task Force  
Recycling Market Development Zone

Deputy Directors of Public Works  
Wm. B. Britt  
Transportation  
John C. Crowley  
Water Resources & Engineering  
Kay Martin  
Solid Waste Management  
Paul W. Ruffin  
Central Services  
Alex Sheydai  
Flood Control

November 11, 1999

Cynthia Daniels, Associate Planner  
Transportation Planning Program  
CITY OF OXNARD  
305 West Third Street  
Oxnard, CA 93030

SUBJECT: INITIATION OF STUDIES  
RICE AVENUE/US 101 INTERCHANGE PROJECT

Dear Ms. Daniels:

Thank you for your letter dated October 25, 1999. The Transportation Department would appreciate being kept involved in the project during various stages of obtaining final design approval from Caltrans and preparing the necessary documents to award the construction contract.

2A

Very truly yours,

Nazir Lalani, P.E.  
Principal Engineer  
Transportation Department

Direct phone:  
654-2080

NL023-44

c: Arthur E. Goulet  
Wm. Butch Britt



800 South Victoria Avenue - Ventura, CA 93009-1600 • 805/654-2018 • Fax: 805/654-3952

**COMMENT LETTER NO. 3**

Russell S. Hawthorne  
733 Dunkirk Drive  
Oxnard, CA 93035  
805-985-7061

RECEIVED  
NOV 19 11:29  
COMMUNITY DEVELOPMENT

November 16, 1999

Ms. Cynthia Daniels  
Transportation Planning Program  
305 W. Third Street  
Oxnard, CA 93030

Dear Ms. Daniels:

In regard to the article in the Oxnard Star dated November 6, 1999 about the Rice Avenue and Highway 101 interchange project, I am 100% for this project. The Rice Avenue bridge most certainly needs to be rebuilt to meet the needs of our transportation problem in that area. I hope it turns out to be the same as the Rose Avenue project. That was one beautiful job!

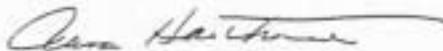
**3A**

One of my other concerns in that area is the freeway frontage between the Del Norte and Rice off-ramps on the north side of the freeway. You can drive from downtown Los Angeles to past Santa Barbara and never see an area as blighted as that one. Oxnard has enough of a bad image without adding to it! We don't want the tourists to pass us by, but to stay and enjoy the good things this city has to offer. The first impression is a lasting one!

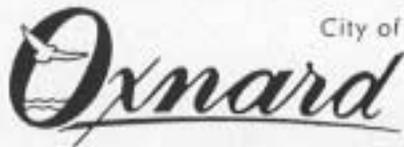
**3B**

I hope that while this project is under way consideration is given to improving that area, such as landscaping and/or block walls.

Sincerely,



Russ Hawthorne



November 23, 1999

Mr. Russell S. Hawthorne  
733 Dunkirk Drive  
Oxnard, CA 93035

SUBJECT: Freeway Frontage Between Del Norte Boulevard And Rice Avenue

Mr. Hawthorne, thank you for sending a letter about the Rice/101 interchange and the appearance of the frontage along the freeway. The City received a grant for \$350,000, which the City will match with \$150,000 to improve the landscaping along the freeway on the north side between Del Norte Boulevard and Rice Avenue. The project is scheduled to be funded and constructed in the fiscal year 2000-2001. We look forward to improving the general appearance of Oxnard at this major City entryway. Feel free to call me at (805) 385-7871 if you have any questions. Thank you for your interest.

TRANSPORTATION PLANNING PROGRAM

A handwritten signature in cursive script that reads "Cynthia Daniels".

CYNTHIA DANIELS, AICP  
ASSOCIATE PLANNER

---

Development Services Administration  
303 West Third Street • Oxnard, CA 93030 • (805) 385-7896 Fax (805) 385-7833

RESOURCE MANAGEMENT AGENCY  
**county of ventura**

COMMENT LETTER

Planning Division

Keith A. Turner  
Director

November 29, 1999

C. Daniels, Planner  
Oxnard, CA

FAX #: 385-~~XXXX~~ 7833

Subject: 101 Freeway/Rice Avenue Improvement - IS

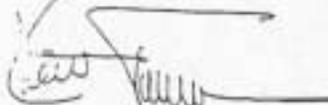
Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document.

Your proposed responses to these comments should be sent directly to the commentator, with a copy to Joseph Eisenhut, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

4A

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Joseph Eisenhut at (805) 654-2464.

Sincerely,



Keith Turner  
County Planning Director

1x5-489

Attachment

County RMA Reference Number 99-120



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

Printed on Recycled Paper



**COMMENT LETTER NO. 5**

**COUNTY OF VENTURA  
RESOURCE MANAGEMENT AGENCY  
PLANNING DIVISION**

**M E M O R A N D U M**

**DATE:** November 22, 1999

**TO:** Joseph Eisenhut, Coordinator  
Outside Environmental Document Review

**FROM:** <sup>65</sup>  
Bruce Smith, Manager  
General Plan Section

**SUBJECT:** Initiation of Studies for Rice Avenue/U.S.Highway 101  
RMA Reference No. 99-120

We have reviewed the above-referenced subject and have the following comments:

The improvements proposed include the (1) reconstruction of the Rice Avenue/Highway 101 interchange and the (2) extension of Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive. The interchange improvement as proposed in the map accompanying the project description ("map") is located within the boundaries of the City of Oxnard. The extension of Ventura Boulevard, however, is proposed for location within the unincorporated area of the County of Ventura.

**5A**

The extension of Ventura Boulevard as shown in the map is subject to the goals, policies and programs of the County General Plan. Policy 2.16.2-1(4) [see attached] requires that noise generators proposed near any noise sensitive use incorporate noise control measures to meet designated noise standards. A noise sensitive use, a mobile home park, is located adjacent to the proposed extension of Ventura Boulevard. Ventura Boulevard is not identified as being within the 2010 Regional Road Network and, therefore, is not exempt from this policy.

**5B**

If you have questions concerning this subject, please contact Kelly Scoles at ext. 5042.

Attachment

Noise can also have adverse effects on materials and structures, particularly as a result of sonic booms and related aircraft noises. These aircraft generated noises can excite buildings to vibrate and can break windows and crack plaster.

While any number of individual measures have been proposed, mitigation measures for identifiable noise problems fall into three categories:

- o Reduction of the noise at its source.
- o Modification of the path of the noise.
- o Reduction of noise at the receiver with various types of insulation.

Noise is directly associated with human activity, and is primarily a function of traffic, machinery and airports. On a generalized basis, motor vehicles, as a group, are the most pervasive contributors to urban noise, while aircraft, railroads and certain high intensity industrial noise generators may produce the most aggravated community annoyance reactions. Due to wide distribution and the types of machinery used, industrial sources are the second greatest noise generator. Airports are regarded as the third greatest noise generator. Other significant noise sources are powered gardening equipment, amplified music, power tools and air conditioners.

Land uses considered noise sensitive uses include residential, educational, and health facilities, research institutions, certain recreational, and entertainment facilities (typically, indoor theaters and parks for passive activities) and churches. Uses considered less sensitive to noise include commercial, and industrial facilities and certain noise-generating recreational facilities such as playgrounds and gymnasiums.

The goal, policies and programs that apply to noise are as follows:

#### 2.16.1 Goal

To protect the health, safety and general welfare of County residents by elimination or avoidance of adverse noise impacts on existing and future noise sensitive uses.

#### 2.16.2 Policies

1. All discretionary development shall be reviewed for noise compatibility with surrounding uses. Noise compatibility shall be determined from a consistent set of criteria based on the standards listed below. An acoustical analysis by a qualified acoustical engineer shall be required of discretionary developments involving noise exposure or noise generation in excess of the established standards. The analysis shall provide documentation of existing and projected noise levels at on-site and off-site receptors, and shall recommend noise control measures for mitigating adverse impacts.
  - (1) Noise sensitive uses proposed to be located near highways, truck routes, heavy industrial activities and other relatively continuous noise sources shall incorporate noise control measures so that:
    - a. Indoor noise levels in habitable rooms do not exceed CNEL 45.
    - b. Outdoor noise levels do not exceed CNEL 60 or  $L_{eq}1H$  of 65 dB(A) during any hour.
  - (2) Noise sensitive uses proposed to be located near railroads shall incorporate noise control measures so that:
    - a. Guidelines (1)a. and (1)b. above are adhered to.
    - b. Outdoor noise levels do not exceed  $L_{eq}$  of 60 dB(A).

- (3) Noise sensitive uses proposed to be located near airports:
  - a. Shall be prohibited if they are in a CNEL 65 or greater, noise contour.
  - b. Shall be permitted in the CNEL 60 to CNEL 65 noise contour area only if means will be taken to ensure interior noise levels of CNEL 45 or less.
- (4) Noise generators, proposed to be located near any noise sensitive use, shall incorporate noise control measures so that outdoor noise levels received by the noise sensitive receptor, measured at the exterior wall of the building, does not exceed any of the following standards:
  - a.  $L_{eq}1H$  of 55dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 6:00 a.m. to 7:00 p.m.
  - b.  $L_{eq}1H$  of 50dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 7:00 p.m. to 10:00 p.m.
  - c.  $L_{eq}1H$  of 45dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 10:00 p.m. to 6:00 a.m.

Section 2.16.2(A) is not applicable to increased traffic noise along any of the roads identified within the 2010 Regional Roadway Network (Figure 4.2.3) Public Facilities Appendix of the Ventura County General Plan (see 2.16.2-1(1)). In addition, State and Federal highways, all railroad line operations, aircraft in flight, and public utility facilities are noise generators having Federal and State regulations that preempt local regulations.

2. Discretionary development which would be impacted by noise or generate project related noise which cannot be reduced to meet the standards prescribed in Policy 2.16.2-1, shall be prohibited. This policy does not apply to noise generated during the construction phase of a project if a statement of overriding considerations is adopted by the decision-making body in conjunction with the certification of a final Environmental Impact Report.
3. The priorities for noise control shall be as follows:
  - (1) Reduction of noise emissions at the source.
  - (2) Attenuation of sound transmission along its path, using barriers, landforms modification, dense plantings, and the like.
  - (3) Rejection of noise at the reception point via noise control building construction, hearing protection or other means.

### 2.16.3 Programs

1. The Oxnard and Camarillo Airport Master Plans recommend the preparation of noise abatement plans, the formation of local noise abatement committees with input from local citizens, and distribution of a periodic newsletter documenting noise abatement policies to aircraft operators and other interested parties. The airport plans also recommend periodic sampling measurements and updating of the CNEL noise model parameters, and discussion of alternative approaches for noise abatement.

In addition, the Oxnard plan recommends publication of a map of recommended noise abatement flight tracks and operating procedures, for distribution to area airports and other interested parties.

**COMMENT LETTER NO. 6**



PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration

MEMORANDUM  
November 12, 1999

**TO:** Resource Management Agency, Planning Division  
Attention: Joseph Eisenhut

**FROM:** Nazir Lalani, Principal Engineer *NL*

**SUBJECT:** Review of Document 99-120  
Initiation of Studies for Rice Avenue/ U.S. Highway 101 Interchange Improvement Project  
Applicant: City of OXNARD  
Lead Agency: City of OXNARD

The Transportation Department has reviewed the Initiation of Studies for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would involve the construction of a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southwest quadrants. The project also involves extending Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and building a cul-de-sac on Ventura Boulevard in the northeast quadrant. We offer the following comments:

- 1) We concur with the proposed project for those areas under the purview of the Transportation Department. No direct cumulative adverse traffic or transportation impacts are expected from this project. However, we are interested in the proposed alignment alternatives on Ventura Boulevard and any proposed improvement on Santa Clara Avenue. **6A**
- 2) The final alignment of Ventura Boulevard should strive to essentially accommodate the Nycland Acres community needs and requests. **6B**
- 3) The Santa Clara Avenue design / improvement shall be in accordance with the County Road Standard details that were previously provided to the City of Oxnard. **6C**
- 4) This project would be an enhancement to the County's Regional Road Network. We will not make any additional comment at this point other than state our support of this project. **6D**
- 5) Our review of this project is limited to the impacts this project may have on the County's Regional Road Network. **6E**

Please call me at 654-2080 if you have questions.

c: Rich Guske

NL:RH:BE:ee  
E:\external\transport\projects\99-120\99-120-let

COMMENT LETTER NO. 7

VENTURA COUNTY  
AIR POLLUTION CONTROL DISTRICT  
Memorandum

TO: Joseph Eisenhut, Planning DATE: November 23, 1999  
FROM: Molly Pearson *Mf*  
SUBJECT: Initiation of Studies for Rice Avenue/U.S. Highway 101 Interchange Improvement Project (Reference No. 99-120)

Ventura County Air Pollution Control District (APCD) staff has reviewed the notice of Initiation of Studies for the subject project. The proposed project would provide a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southern quadrants. The City proposes to extend Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and build a cul de sac on Ventura Boulevard in the northwest quadrant. The City will also acquire right of way for this project. The project is proposed by the City of Oxnard, in cooperation with the California Department of Transportation (Caltrans District 7, Los Angeles), and the Federal Highway Administration.

The Initial Study for the subject project should be prepared in accordance with Ventura County's *Guidelines for the Preparation of Air Quality Impact Analyses*. Specifically, the air quality assessment should consider reactive organic compound and nitrogen oxide emissions from all project-related motor vehicles and construction equipment. In addition, the air quality assessment should consider potential impacts from fugitive dust, including PM<sub>10</sub>, that will be generated by construction activities. The project should incorporate measures to reduce the amount of fugitive dust generated by project activities. A "Model Fugitive Dust Mitigation Plan" is attached for reference purposes.

7A

If you have any questions, please call me at 645-1439.

m:\planning\cecal99-120 rice avenue us 101 interchange improvement - dshard

Model Fugitive Dust Mitigation Plan

1. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate to the depth of the proposed cuts.
3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
  - a) All trucks exporting fill from the site shall use tarpaulins to cover the load in compliance with State Vehicle Code §23114. Material transported in trucks off-site shall comply with State Vehicle Code §23114, with special attention to Sections 23114(b)(2)(F), (e)(2), and (e)(4) as amended. Material transported on-site shall be sufficiently watered or secured to prevent fugitive dust emissions.
  - b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
  - c) Graded and/or excavated inactive areas of the construction site shall be monitored (indicate by whom) at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.
4. Signs shall be posted on-site limiting traffic to 15 miles per hour or less.
5. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
6. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
7. Employees involved in grading operations should be advised to wear facemasks during dry periods to reduce dust inhalation.

RIO SCHOOL DISTRICT

300 CORTEZ ST., OXNARD, CALIF. 93030  
TELEPHONE (805) 485-3111  
FAX (805) 983-0221

Board of Education

Dr. Almaraz  
President

George Perez  
Vice President

Don Araya  
Secretary

Anthony M. Ramos  
Treasurer

Superintendent  
Linda M. Benitez

COMMENT LETTER NO. 8

NOV 29 1999  
COMMUNICATIONS CENTER

November 29, 1999  
Via Fax: (805) 385-7833

City of Oxnard  
Transportation Planning  
305 West Third Street  
Oxnard, CA 93030

Attention: Ms. Cynthia Daniels, AICP  
Associate Planner

Subject: Proposed Interchange Improvement Project for Rice Avenue/Highway 101  
EIR Comments

Dear Ms. Daniels:

In reviewing the proposed project, the Rio School District provides the following comments:

1. With the reconfiguration of Ventura Boulevard, it is requested that a traffic signal be provided so traffic, especially school bus traffic, can safely exit the Nyeland Acre community onto Santa Clara Avenue. (See Exhibit - A, Item 1.)
2. With the improvements of the overpass and interchange, additional storm surface water will be generated and flooding will occur in the area. In particular, Rio Vista School will be adversely impacted. It is requested that a storm drain system be extended to mitigate the flooding at the school. This extension should be funded by the project. (See Exhibit - A, Item 2.)
3. The proposed on and off ramps on the northeast quadrant of the interchange will cause the removal of various dwelling units in the trailer park. This trailer park provides affordable housing for many of our District families. Their relocation will probably cause them to relocate outside of our District. The impact to the District is the probable loss of 17 students, which results in a net loss of \$66,300/year in the general fund and additional funds from various special programs (i.e., migrant, Title I, etc.). How will the District manage this financial loss? Is the City going to provide replacement housing for these residents? If so, where is this new housing going to be located?

8A

8B

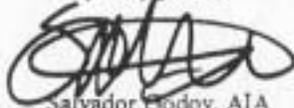
8C

November 29, 1999  
City of Oxnard  
Ms. Cynthia Daniels, AICP  
Page 2 of 2

It is our desire that the aforementioned be addressed in your study.

Should you have any questions, please feel free to contact me at (805) 485-3111 extension 123.

Very truly yours,



Salvador Godoy, AIA  
Director of School Facilities and Classified Services

Attachment: Exhibit - A

cc: Al Duff - President, City of Oxnard Planning Commission  
Governing Board - Rio School District  
Yolanda Benitez, Superintendent - Rio School District  
Dr. Barbara Ybarra, Principal - Rio Real School  
John Flynn, Supervisor 5th District - County of Ventura  
Florence Young, El Rio MAC



**COMMENT LETTER NO. 9**

PETITION

1993-99

99030-5 PM 3:02

THE CITY OF OXNARD AND CAL TRANS ARE PLANNING TO REPLACE THE OVERPASS AT SANTA CLARA-RICE AND THE 101 FREEWAY.

CAL TRANS MADE A PRESENTATION IN 1993 ABOUT THE REPLACEMENT OF THE OVERPASS. THE FIRST PROPOSAL THAT WAS PRESENTED WAS UNACCEPTABLE. THE SECOND PROPOSAL WAS ACCEPTED BY THE PEOPLE OF NYELAND ACRES. NOW THE CITY OF OXNARD DOES NOT WANT TO HONOR THAT AGREEMENT.

9A

WE THE UNDERSIGNED DEMAND THAT THE CITY OF OXNARD HONOR THE SECOND PROPOSAL AS WAS AGREED UPON IN 1993 BETWEEN THE PEOPLE OF NYELAND ACRES AND CAL TRANS.

NAME	ADDRESS
1 <u>LAWRENCE R. CARTER</u> <i>Lawrence R. Carter</i>	<u>2875 VENTURA Blvd OX 93030</u> <u>(805) 485-4727</u>
2 <u>Lillian L. CARTER</u> <i>Lillian Carter</i>	<u>2875 VENTURA Blvd OX 93030</u> <u>485-4727</u>
3 <u>LAWRENCE L. CARTER</u>	<u>2875 VENTURA Blvd OXNARD 93030</u> <u>485-4727</u>
4 <u>RUSSELL CARP</u> <i>Russell Carp</i>	<u>2945 VENTURA BLVD</u> <u>981-0442</u>
5 <u>Robert (Lobby)</u> <i>Robert</i>	<u>2941 Ventura Blvd 4853811</u>
6 <u>X PAT WOOD</u> <i>Pat Wood</i>	<u>3011 VENTURA BLVD</u> <u>485-1613</u>
7 <u>X GERALD WOOD</u> <i>Gerald Wood</i>	<u>"</u> <u>"</u>

PETITION

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NAME	ADDRESS
8 <u>Stephen Foster</u> <u>[Signature]</u>	<u>3007 E. Ventura Blvd.</u> <u>805 981-8112</u>
9 <u>C Loulan</u> <u>[Signature]</u>	<u>2887 Ventura Bl</u> <u>988-4840</u>
10 <u>G Simardjaya</u> <u>[Signature]</u>	<u>2887 Ventura Bl</u> <u>988-4840</u>
11 <u>Javier Chocano</u> <u>[Signature]</u>	<u>2813 Ventura Bl.</u> <u>278-2241</u>
12 <u>RAVIINDER AVTAR</u> <u>Ravinder Avtar</u>	<u>2691 VENTURA BLVD</u> <u>485-4681</u>
13 <u>SAT PALL</u> <u>[Signature]</u>	<u>2691 VENTURA BLVD.</u> <u>(805) 485-4681</u>
14 <u>DIATAN SATHANANT</u> <u>[Signature]</u>	<u>2691 VENTURA BLVD</u> <u>805-485-1805</u>

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NAME	ADDRESS
15 <u>JOSH DE GUZMAN</u> <u>jdeguzman</u>	<u>2679 E. VENTURA BLVD.</u> <u>OXNARD, CA 93030 (PG) 278-7988</u>
16 <u>DR. RICE CELINE Nottingham</u> <u>Doris Celine Nottingham</u>	<u>3011 VENTURA Blvd, OXNARD</u> <u>RES. 3754 BAILEY Ct. N. P 499-3755</u>
17 <u>Guadalupe J. Estroan</u> <u>Guadalupe J. Estroan</u>	<u>3618 Almond Dr. OXNARD 93030</u> <u>(PG) 988-9447</u>
18 <u>Robert G. Sharp</u> <u>RGS</u>	<u>3452 Almond Dr. Oxnard 93030</u> <u>(805) 4854216</u>
19 <u>Meloni Strauss-Strip</u> <u>Meloni Strauss-Strip</u>	<u>3452 Almond Dr. Oxnard 93030</u> <u>(805) 4854216</u>
20 <u>Margaret A. Vengovski</u> <u>Margaret A. Vengovski</u>	<u>2954 EISENBERG ROAD OXNARD 93030</u> <u>(PG) 482-3922</u>
21 <u>GREGORY D. JAMES</u> <u>Gregory D. James</u>	<u>805-485-8401</u> <u>3556 SANTA CLARA AVE 93030</u>

PETITION

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NAME	ADDRESS
22 <u>CASPER HANES</u> <u>Casper Hanes</u>	<u>3731 NYELAND AVE</u> <u>OXNARD, CA. 93030 805 485 8175</u>
23 <u>Marie Kennedy</u> <u>Marie Kennedy</u>	<u>3422 Nyeland Ave</u> <u>OXNARD CA. 93030 485-5467</u>
24 <u>L. H. Edie</u> <u>L. H. Edie</u>	<u>3517 Almond Dr.</u> <u>Ox. Cal 93030 485-1623</u>
25 <u>PAULINE EDIE</u> <u>Pauline Edie</u>	<u>3517 ALMOND DR - 485-1629</u> <u>3517 Almond Dr. OX 93030 C</u>
26 <u>Jackie Bussoli</u> <u>Jackie Bussoli</u>	<u>3542 Almond Dr. 983 3719 OX</u>
27 <u>Casper Tully</u> <u>Casper Tully</u>	<u>3542 Almond Dr 9833719 OX</u>
28 <u>THAPU SIAOR</u> <u>THAPU SIAOR</u>	<u>2211 Cedar Ridge Oxnard Ca</u> <u>805-485-9594</u>

PETITION

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NAME	ADDRESS
29 <u>BILLIE MAE HARLEY</u> <u>Bessie Mae Harley</u>	<u>2962 Almond Dr</u> <u>805-988-2267</u>
30 <u>Smile H. Smith</u> <u>Shella Smith</u>	<u>2127 Hillcrest Dr</u> <u>909-267</u>
+ 31 <u>Maria Brunia</u> <u>MARIA BRUNIA</u>	<u>2820 Friedrich Rd Oxnard CA 93030</u>
32 <u>Clarence D. Stahlnecker</u> <u>Clarence D. Stahlnecker</u>	<u>3426 Nyeland Ave - Oxnard - CA 93030</u> <u>485-5933</u>
33 <u>GENEVA STAHLNECKER</u> <u>Geneva Stahlnecker</u>	<u>3426 NYELAND AV. OX. CA 93030</u> <u>485-5933</u>
34 <u>DAVE SOUZA</u> <u>Dave Souza</u>	<u>3574 Nyeland Ave</u> <u>485-7432</u>
35 <u>JENNIFER SAMA</u> <u>Jennifer Sama</u>	<u>3574 NYELAND AVE</u> <u>485 7432</u>

PETITION

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NAME	ADDRESS
36 DONNA SOUZA Donna Souza	3574 Nyeland Ave 485-7632
37 CHARLES LOWE Charles Lowe	3724 ORANGE DR 983 1493
38 SAMUEL THOMPSON SAMUEL THOMPSON	3535 Almond Dr 660-1880
39 GARY MILBORG Gary Milborg	3652 ORANGE 278 0802
40 Danny Bogaev	3419 Nyeland Ox
41 MILDRED SMITH Mildred Smith	3754 ORANGE DR.
42 RAYMOND H SMITH Raymond H Smith	3754 WIND DR

PETITION

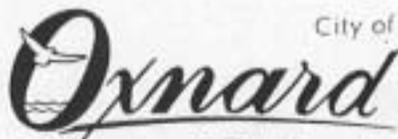
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NAME	ADDRESS
43 <u>Cathy D Caspary</u> <u>Nery D. Garcia</u>	<u>3736 ORANGE DR.</u> _____
44 <u>Jeff Wright</u> <u>[Signature]</u>	<u>2963 Las Posas Rd</u> _____
45 <u>Armando Zapata</u> <u>[Signature]</u>	<u>2701 E Ventura Blvd</u> <u>485-8849</u>
46 <u>HAROLD BARNINGTON</u> <u>[Signature]</u>	<u>2947 E. Ventura Blvd</u> <u>805-988-1663</u>
_____	_____
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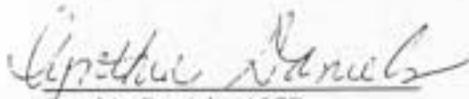
Telephone Log of Calls Regarding Rice/101 That May Be Related to the Initiation of Studies Letter

Date	Caller, Phone Number, Topic or Issues or Inquiry and Response or Follow Up
11/15/99	Russ Hawthorne, (805) 985-7061 Indicated the Rice/101 project a good idea, he is sending a letter. He asked about the appearance from the freeway of the area between Del Norte interchange and Rice Interchange. Told him City has received a grant for landscaping along north side of freeway between Del Norte and Rice.
11-10-99	Larry Carter, (805) 989-1448 Asked if the alignment was similar to previous Caltrans alignment presented to Nyeland Acres neighborhood in the past. Told him it was similar. He inquired about the alignment of Ventura Boulevard, asked when the project would start. I told him right of way would start acquisition in 2001, construction would start in 2002.
11/16/99	Kelly Scoll, County of Ventura Planning Department, (805) 654-5042 Asked why the County was not an applicant on this project, and would the Ventura Blvd. Be annexed to the City? I said the County was not paying for the freeway interchange since it wasn't in the county, and the new road alignment would not be annexed to the city. She asked if we had talked to the County about the realignment. I said we had met several times with Art Goulet, Butch Britt, Bob Brownie, and recently with Nazir Lalari in addition to several meetings with the El Rio Municipal Advisory Council, and Supervisor John Flynn in the neighborhood.
11/15/99	Laura Lopez, Oxnard Inquired about the interchange's affect on the Taco Inn. I said the business would be relocated and the owners paid according to law. She asked that her mother be included on the mailing list for future information. Her mother reads Spanish only; she can translate for her mother. I explained briefly the federal relocation law requirements.
Date not noted	Bud Sandwall 485-3956, 658-6004 He inquired about the Bud & Ken Lumber site, and County Squire Mobile Home Park. He owns both. Provided him with map, explained the layout of the interchange, and added him to mailing list.
Date not noted	Ginger Rodriguez 654-6250 Inquired about the location of a potential business in relation to the interchange. Provided her with a map and suggested she fax it to the property owner to identify the business site on the interchange map.

Contact Log for Rice/101 Initiation of Studies Letter

-2-

Date not noted	Karen, California State Clearinghouse, (916) 445-0613 Requested the City complete the transmittal form and fax it to the State Clearinghouse for the initiation of studies letter. Faxed the form.
October 28, 1999 8:30 a.m.	Dino Andrade, (805) 650-6938 Meet with him and his neighbor, Bob Moraga, who own residential property north of and within the path of the realigned Ventura Blvd., respectively. Provided them with maps of interchange, explained the environmental process and next opportunities for public comment. Added both to the mailing list.
October 20, 1999 11:00 a.m.	Dave Haugen, Panattoni Development. Met with him to show the interchange layout. He's a real estate developer interested in developing the vacant lot in the northwest quadrant, east of the mobile home park. Discussed the soundwall, visibility of the site from the freeway. Gave him a map of the interchange, added him to the mailing list.



Cynthia Daniels, AICP  
Associate Planner  
City of Oxnard  
Transportation Planning Division

APPENDIX A – INITIATION OF STUDIES LETTER AND RESPONSES

APPENDIX B – LIST OF PARTIES FOR IS/EA CIRCULATION

Provided on the following pages is a list of agencies, organizations, and individuals to whom either a Notice of Availability for the Initial Study/Environmental Assessment or copies of the Initial Study/Environmental Assessment were sent.

*Elected Officials*

The Honorable Barbara Boxer  
Senator  
United States Senate  
SH-112 Hart Senate Building  
Washington, DC, 20510-0523

The Honorable Dianne Feinstein  
Senator  
United States Senate  
SH-331 Hart Senate Office Building  
Washington, DC 20510-0504

The Honorable Elton Gallegly  
House of Representatives  
SH-112 Hart Senate Office Building  
Washington, D.C. 20515-0523

Mr. Brian Miller  
Field Representative  
Congressman Elton Gallegly  
300 Esplanade Drive  
Oxnard, CA 93030

The Honorable Tom McClintock  
California Senate, 19<sup>th</sup> District  
221 Daily Dr., Suite 7  
Camarillo, CA 93010

The Honorable Tony Strickland  
California Assembly  
State Capitol Building, Room 5160  
Sacramento, CA 95814

The Honorable Frank Schillo  
Ventura County Board of Supervisors  
2100 E. Thousand Oaks Blvd. #C  
Thousand Oaks, CA 91362

The Honorable Kathy I. Long  
Ventura County Board of Supervisors  
800 S. Victoria Avenue  
Ventura, CA 93009

The Honorable John Flynn  
Ventura County Board of Supervisors  
2900 S. Saviers Road., 2<sup>nd</sup> Floor  
Oxnard, CA 93033

Paul Chatman  
Administrative Assistant  
The Honorable John Flynn, Supervisor  
Ventura County Board of Supervisors  
2900 S. Saviers Road., 2<sup>nd</sup> Floor  
Oxnard, CA 93033

Oxnard City Council  
300 W. 3<sup>rd</sup> Street  
Oxnard, CA 93030

*Agencies*

Mr. Craig Faanes  
U.S. Fish and Wildlife Service  
2493 Portola Road, Suite B  
Ventura, CA 93003

U.S. Soil Conservation Service  
318 Cayuga Street, Suite 206  
Salinas, CA 93901

U.S. Department of the Interior  
Main Interior Building, Rm. 2340  
1849 C Street, NW  
Washington, D.C. 20240

Office of the Secretary  
U.S. Department of Agriculture  
Washington, D.C. 20250

Natural Resources Conservation Service  
U.S. Department of Agriculture  
P.O. Box 260  
Somis, CA 93066

District Engineer  
U.S. Army Corps of Engineer  
1325 J Street  
Sacramento, CA 95814-2922

District Engineer  
U.S. Army Corps of Engineers  
911 Wilshire Blvd.  
Los Angeles, CA 90017

Regional Director  
FEMA – Region 9  
Building 9  
Presidio, CA 94129

Environmental Clearance Officer  
Department of Housing and Urban  
Development  
450 Golden Gate Avenue  
San Francisco, CA 94102

Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812-3044

California Air Resources Board  
P.O. Box 2815  
Sacramento, CA 95812

C. F. Raysbrook  
California Department of Fish & Game  
333 Golden Shore, Suite 50  
Long Beach, CA 90802

California Transportation Commission  
1120 N. Street  
Sacramento, CA 95814

California Highway Patrol  
4657 Valentine Road  
Ventura, CA 93003

Public Utilities Commission  
505 Van Ness Avenue  
San Francisco, CA 94102

Daniel Abeyta  
State Historic Preservation Office  
1416 9<sup>th</sup> St. Rm. 1447-7  
Sacramento, CA 95814

Scenic Highway Program  
Coordinator  
1130 K Street  
Sacramento, CA 95814

Executive Secretary  
Native American Heritage Commission  
915 Capitol Mall, Rm 288  
Sacramento, CA 95814

Mr. W. Earl Mc Phail  
Office of Agricultural Commission  
815 E. Santa Barbara Street  
Santa Barbara, CA 93061

Chancellor  
California State University Channel Islands  
One University Drive  
Camarillo, CA 93012

Coastal Commission  
89 S. California Street, 2<sup>nd</sup> Floor  
Ventura, CA 93001

Executive Officer  
Regional Water Quality Control Board  
Los Angeles Region  
320 W. 4<sup>th</sup> St.  
Suite 200  
Los Angeles, CA 90013

Mr. Jeffrey Smith  
Southern California Association of  
Governments  
Intergovernmental Review  
818 W. 7<sup>th</sup> Street  
Los Angeles, CA 90017

Mr. Dan Spykerman  
Ventura County Fire Dept.  
165 Dourly Avenue  
Camarillo, CA 93010

Ventura County Sheriff's Dept.  
800 S. Victoria Ave.  
Ventura, CA 93009

Ventura County Economic Development  
Association  
500 Esplanade Drive, Suite 810  
Oxnard, CA 93030

Executive Director  
Ventura County Transportation Commission  
950 County Square Drive, Suite 207  
Ventura, CA 93003

Nazir Lalani  
Principal Engineer  
Ventura County Transportation Department  
800 S. Victoria Ave.  
Ventura, CA 93009

Mr. Keith Turner  
Ventura County Government Center  
800 S. Victoria Ave.  
Ventura, CA 93009

Molly Pearson  
Ventura County Air Pollution Control  
District  
669 County Square Drive  
Ventura, CA 93003-5417

Ventura County Health Department  
800 S. Victoria Ave.  
Ventura, CA 93009

Ventura County Heritage Board  
800 S. Victoria Avenue  
Ventura, CA 93009

Ms. Melinda Talent  
Environmental Health  
Ventura County Resource Management  
Agency  
800 South Victoria Avenue  
Ventura, CA 93009-1730

Planning Director  
Ventura County Resource Management  
Agency  
800 South Victoria Avenue, L #1740  
Ventura, CA 93009-1730

Joseph Eisenhut  
Coordinator, Outside Environmental  
Document Review  
Ventura County Resource Management  
Agency  
800 S. Victoria Ave.  
Ventura, CA 93009

Bruce Smith  
Manager, General Plan Section  
Ventura County Resource Management  
Agency  
800 S. Victoria Ave.  
Ventura, CA 93009

Ron Coons  
Public Works Director  
County of Ventura  
800 S. Victoria Avenue  
Ventura, CA 93009

Butch Britt  
Public Works Agency  
County Of Ventura  
800 S. Victoria Avenue  
Ventura, CA 93009

Lowell Preston  
Public Works Agency  
Water Resources & Engineering Dept.  
County of Ventura  
800 S. Victoria Avenue  
Ventura, CA 93009

County of Ventura  
Flood Control District  
800 South Victoria Avenue  
Ventura, CA 93009

Ventura Community College District  
333 Skyway Drive  
Camarillo, CA 93010

Ventura Regional Sanitation District  
1001 Partridge Drive, Suite 150  
Ventura, CA 93003-5562

Ventura County Cultural Heritage Board  
800 South Victoria Avenue  
Ventura, CA 93003

South Coast Area Transit  
P.O. Box 1146  
Oxnard, CA 93032

City of Camarillo  
Dept. of Planning & Comm. Dev.  
P.O. Box 248  
Camarillo, CA 93011-0248

Executive Director  
LAFCO  
800 S. Victoria Avenue  
Ventura, CA 93009

Construction Battalion Center  
1000 23<sup>rd</sup> Avenue, Code 40  
Port Hueneme, CA 93043

City of Port Hueneme  
Community Development Department  
250 North Ventura Road  
Port Hueneme, CA 93041

City of San Buenaventura  
Planning Division  
P.O. Box 99  
Ventura, CA 93041

Callegus Municipal Water District  
2100 Olsen Road  
Thousand Oaks, CA 91362

United Water Conservation District  
P.O. Box 431  
Santa Paula, CA 93060

Superintendent  
Rio School District  
300 Cortez Street  
Oxnard, CA 93030

Director of School Facilities and Classified  
Services  
Rio School District  
300 Cortez St.  
Oxnard, CA 93030

Director  
Rio Vista Headstart School  
3334 Santa Clara Avenue  
Oxnard, CA 93030

Director of Facilities  
Oxnard School District  
1055 S. "C" Street  
Oxnard, CA 93030

Superintendent  
Oxnard Union High School District  
309 South "K" Street  
Oxnard, CA 93030

Oxnard Harbor District  
P.O. Box 608  
Port Hueneme, CA 93041

### *Community Organizations*

California Native Plant Society  
1722 J Street, Suite 17  
Sacramento, CA 95814

Ventura County Archaeological Society  
100 E. Main Street  
Ventura, CA 93001

Mr. John R. Ziegler, Public Affairs  
Automobile Club of Southern California  
333 Fairview Road  
Costa Mesa, CA 92626

Ms. Kim Uhlich  
Environmental Defense Center  
31 North Oak Street  
Ventura, CA 93001

Archaeological Cultural Resource  
Consultants  
Ventureno Chumash  
P.O. Box 4348  
Thousand Oaks, CA 91359

Ventura County Sheriff's Assoc., Inc.  
1960 Ventura Blvd.  
Camarillo, CA 93010-7650

Sierra Club  
Los Padres Chapter  
P.O. Box 90924  
Santa Barbara, CA 93910

Ventura County Historical Society  
100 E. Main Street  
Ventura, CA 93001

Chairperson  
El Rio West Neighborhood Council  
c/o City of Oxnard Neighborhood Services  
300 W. Third Street  
Oxnard, CA 93030

Trisha Munro  
El Rio West Neighborhood Council  
221 Juneau Place  
Oxnard, CA 93030

Larry Wright  
Rose/Santa Clara Buisnessmen's Assoc.  
2963 Las Posas Road  
P.O. Box 254  
Camarillo, CA 93011

Jeannie Barrett  
Directing Attorney  
California Rural Legal Assistance  
338 South A Street  
Oxnard, CA 93030

Mike Barber  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
3701 Orange Drive  
Oxnard, CA 93030

Mike Flaharty  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
393 Simon Way  
Oxnard, CA 93030

David Gomez  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
4727 Strickland Drive  
Oxnard, CA 93030

Don Hoffman  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
284 Collins Street  
Oxnard, CA 93030

Bob Johnston  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
4763 Strickland Dr.  
Oxnard, CA 93030

Evelyn Miller  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
792 Corsicana drive  
Oxnard, CA 93030

Victor Nose  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
340 Rosewood Avenue, #B  
Oxnard, CA 93010

David Souza  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
3574 Nyeland Acres  
Oxnard, CA 93030

Florence Young  
Member  
El Rio/Del Norte Municipal Advisory  
Council  
552 Walnut Drive  
Oxnard, CA 93030

Adelaide Rocha  
El Rio/Del Norte Municipal Advisory  
Council  
2418 Cortez St.  
Oxnard, CA 93030

Oxnard Chamber of Commerce  
P.O. Box 867  
Oxnard, CA 93032

Sierra Club  
Conservation Chair  
60 Caleta Drive  
Camarillo, CA 93010

League of Women Voters  
Donna Nowland  
323 East Matilija Street, Suite 122-126  
Ojai, CA 93023

Environmental Coalition of Ventura County  
P.O. Box 68  
Ventura, CA 93002

Chumash Council Members  
119 Balsam Street  
Oxnard, CA 93030

El Rio Municipal Advisory Council  
552 Walnut Drive  
Oxnard, CA 93030

Eleanor Branthover  
Chairperson  
Rio Lindo Neighborhood Council  
2221 Isabella Street  
Oxnard, CA 93030

Chairperson  
2001 INCF Executive Board  
c/o City of Oxnard Neighborhood Services  
Ventura, CA 93003

Ms. Laurel Impett  
Attorney for "Save our Somis"  
Shute, Mihaly & Weinberger  
396 Hayes  
San Francisco, CA 94102

*Businesses*

Mr. Ron Begley  
Southern California Edison  
10060 Telegraph Road  
Ventura, CA 93004

General Telephone  
1 Verizon Way  
Thousand Oaks, CA 91362-3813

General Telephone Company (GTE)  
528 S. "A" Street  
Oxnard, CA 93030-7109

The Gas Company  
130 Patterson Ave.  
Santa Barbara, CA 93111

Dave Souza  
Nyeland Mutual Water Company  
154 S. Las Posas Road  
Camarillo, CA 93010

Mr. Mel Tufto  
The Gas Company  
P.O. Box 818  
Goleta, CA 93116-0818

Robert B. England  
England & Cohen, LLP  
300 Esplanade Drive, Suite 380  
Oxnard, CA 93030-1246

Douglas E. Fell  
Fell, Marking, Abkin, Montgomery, Granet  
& Raney, LLP  
222 E. Carrillo Street  
Suite 400  
Santa Barbara, CA 93101-2142

Anthony C. Fischer  
Attorney at Law  
1811 State Street, Suite C  
Santa Barbara, CA 93101

Law Offices of Richard C. Gilman  
405 Esplanade Drive, Suite 204  
P.O. Box 5524  
Oxnard, CA 93030

Frederick Rosenmun  
Rosenmund, Baio & Morrow  
162 S. A Street  
Oxnard, CA 93030

Rachel B. Hooper & Laurel L. Impett  
Shute, Mihaly & Weinberger LLP  
396 Hayes Street  
San Francisco, CA 94102

*Private Citizens and  
Property Owners*

Note: In addition, to the persons listed below, all property owners and occupants within the project area and within a 300-foot radius of the project area were sent either a Notice of Availability for the IS/EA or copies of the IS/EA.

Rick Eckhart  
Owner  
Eckhart Trailer Hitch & Welding  
2701 Ventura Blvd.  
Oxnard, CA 93030

Mr. Kam Kanji  
Texaco Mini Mart  
3025 Santa Clara Avenue  
Oxnard, CA 93030

Mr. Jim Kanji  
Owner  
Texaco Mini Mart  
3025 Santa Clara Avenue  
Oxnard, CA 93030

Larry Carter  
2875 Ventura Blvd.  
Oxnard, CA 93030

Thad Sinor  
Property Owner for Fiesta Motors  
2211 Cedar Ridge Ct.  
Oxnard, CA 93030

Bob Braitman  
Principal  
Braitman & Associates  
8277 Chesire Street  
Ventura, CA 93004

Dave Haugen  
Panattoni Development  
19700 Fairchild Road, Suite 290  
Irvine, CA 92612

Dina Andrade  
1300 Saratoga Ave., No. 1211  
Ventura, CA 93003

Bob Moraga  
2208 Firestone Ct.  
Oxnard, CA 93030

Elizabeth Standeven  
Arthur Valuation Group  
31355 Oak Crest Drive, 2<sup>nd</sup> Fl.  
Westlake Village, CA 91361

Bud Sandwall  
P.O. Box 6396  
Oxnard, CA 93031-6936

Eulalia Lopez  
Taco Inn  
130 Imperial Street  
Oxnard, Ca 93030

Tom Herman  
Property Owner  
10840 Bellagio Rd.  
Los Angeles, CA 90077

Mr. Fred Fateh  
Owner Representative  
Owl Mobile Home Park/West  
Management Services  
2911 Petit St.  
Camarillo, CA 93012

Matt Harootunian  
Spas West  
2595 Ventura Blvd.  
Oxnard, CA 93030

Bob Dawson  
Summit Pools  
2595 Ventura Blvd.  
Oxnard, CA 93030

Rex Paul  
Sunbelt Business Properties  
4171 Market St., Suite C5  
Ventura, CA 93003

Mel Allen  
Sunny Acres Mobile Home Park  
4101 Bluebird Lane  
Oxnard, CA 93033

Klaus Dieter & Eli Schaltinat  
Dieter's Import Motors  
2681 E. Ventura Boulevard  
Oxnard, CA 93030

Edward A. Gibbs  
Gibbs International Trucks  
2201 E. Ventura Boulevard  
P.O. Box 5206  
Oxnard, CA 93031

Douglas Off  
Ojai Oil Company  
2161 Ventura Boulevard  
Oxnard, CA 93030-8951

Jeffrey D. Littel  
Sakioka Farms  
3183-A Airway Avenue  
Suite 2  
Costa Mesa, CA 92626

Ken Bauman  
Sunbelt Enterprises  
1801 Solar Drive  
Suite 250  
Oxnard, CA 93030

Patricia Feiner Arkin  
6465 La Cumbre Rd.  
Somis, CA 93066

Thomas D. Harvey  
5307 Reef Way  
Oxnard, CA 93035

John F. & Marga Kerkhoff  
5636 La Cumbre Road  
Somis, CA 93066

Soledad Trevino  
3438 Santa Clara Avenue  
Oxnard, CA 93030

Donaciano Miramontez  
2535 E. Ventura Boulevard, #7  
Oxnard, CA 93030

Jose Valdovinos  
2535 E. Ventura Boulevard, #18  
Oxnard, CA 93030

Juan Manuel Galvan  
2535 E. Ventura Boulevard  
Oxnard, CA 93030

Fermin Ruiz  
2535 E. Ventura Boulevard, #11  
Oxnard, CA 93030

Alberto Cortez  
2535 E. Ventura Boulevard  
Oxnard, CA 93030

Alma Silva  
2535 E. Ventura Boulevard, #9  
Oxnard, CA 93030

Belen Alonso  
3430 Santa Clara Avenue  
Oxnard, CA 93030

Eleazar Vasquez  
2535 E. Ventura Boulevard  
Oxnard, CA 93030

Elizabeth Robertson  
Clips Hair Salon  
215 E. Daily Dr., Suite 14  
Camarillo, CA 93010

*Media*

Oxnard Star  
5250 Ralston Street  
Ventura, CA 93003

Los Angeles Times  
Ventura County Edition  
93 Chestnut Street  
Ventura, CA 93001

Ventura County & Coast Reporter  
1583 Spinnaker Drive  
Ventura, CA 93003

Vida Newspaper  
P.O. Box 427  
Oxnard, CA 93030

APPENDIX C – USFWS CONSULTATION

[TO BE PROVIDED]

PUBLIC NOTICES OF THE IS/EA

Provided on the following pages are copies of the newspaper notices announcing the availability of this Initial Study/Environmental Study and the intent to adopt a Negative Declaration for the proposed project.

**Certificate of Publication**

ad No: 304035

In Matter of Publication of:

Initial Study/Environmental Assessment

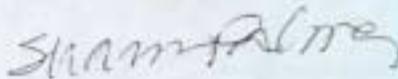
(State of California)  
(County of Ventura)

I, Sharon K. Palmer, hereby certify that the Oxnard Star has been adjudged a newspaper of general circulation by the Superior Court of California, County of Ventura within the provisions of the Government Code of the State of California, printed and published in the City of San Buenaventura, County of Ventura, State of California; that I am the principal clerk of the printer of said paper; that the annexed clipping is a true printed copy and publishing in said newspaper on the following dates to wit:

July 3, 2001

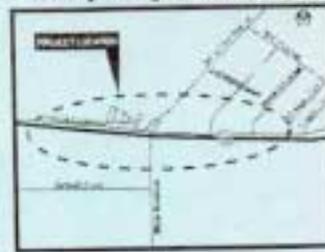
I, certify under penalty of perjury, that the foregoing is true and correct.

Dated this 3<sup>rd</sup> day of July 2001, in San Buenaventura, California.



(Signature)  
skp

**Initial Study/Environmental Assessment  
Available for Route 101 on Rice Avenue  
Announcement of Public Hearing  
Notice of Intent of the City Council of the City of Oxnard  
to Adopt a Negative Declaration**



**WHAT IS BEING PLANNED?**  
CALTRANS (California Department of Transportation) and the City of Oxnard are proposing to improve the Rice Avenue Interchange on Highway 101 located in the City of Oxnard. Proposed improvements include reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on- and off-ramps, and the realignment of Ventura Boulevard. The proposed work will require the acquisition of right-of-way and relocation of residents of mobile homes, residents of single family homes, and businesses. The project will mitigate traffic, air quality, and noise impacts.

**WHY THIS AD?**  
CALTRANS and the City of Oxnard have studied the effects this project may have on the environment. Our studies show that the proposed project will not significantly affect the quality of the environment. The report that explains why is called an Initial Study/Environmental Assessment. This notice is to inform you of the preparation of the Initial Study/Environmental Assessment and its availability for your review. A public hearing will be held to give you an opportunity to ask about certain design features, environmental impacts, and mitigation measures of the project. The tentative schedule for the purchase of land for right of way and construction will be discussed.

**WHAT IS AVAILABLE?**  
You may look at or obtain the Initial Study/Environmental Assessment at the Caltrans District 7 Office located at 120 S. Spring Street, Los Angeles, CA 90012 on weekdays from 8:00 a.m. to 4:00 p.m., and at City of Oxnard Transportation Planning Division, 305 West Third St., Third Floor, West Wing, Oxnard, CA 93000 on weekdays between 8:00 a.m. and 6:00 p.m. Monday through Thursday, and 8:00 a.m. and 2:00 p.m. on alternating Fridays. Oxnard city hall is closed every other Friday. Maps and other information are also available. Copies of the report are also available for review at the Oxnard Public Library at 211 South A Street, Oxnard, CA 93000.

**WHERE YOU COME IN**  
Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the report, you may submit your written comments until August 10, 2001 to:  
Mr. Ronald Kowitz, Deputy District Director  
Caltrans Office of Environmental Planning (VEN-10), KP 11.43161  
120 S. Spring Street  
Los Angeles, CA 90012  
Be sure that your letter indicates the name and address of a contact person in your organization.

Any person wishing to comment on the intent of the City Council of the City of Oxnard to adopt a negative declaration for the proposed project described above may file a written comment with the City of Oxnard Transportation Planning Division by 5:00 p.m. on August 10, 2001. Persons aggrieved by the decision to adopt a negative declaration may appeal this decision to the City Council in accordance with the City Council resolution establishing environmental review procedures.

**WHEN AND WHERE**  
The Oxnard City Council will hold the hearing on Tuesday, July 31, 2001, at 7:00 p.m. at the City of Oxnard Council Chambers, 305 West Third Street, Oxnard, CA 93000. Individuals who require special accommodations (American Sign Language interpreters, accessible seating, Braille materials in alternate formats, etc.) are requested to contact the District 7 Public Affairs Office at (213) 897-3626 or the City Clerk of the City of Oxnard at (805) 285-7805 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2923. The hearing will be televised on Channel 17 within the City of Oxnard.

**CONTACT**  
For more information about this assessment and project, call CALTRANS at (213) 897-8175 or Cynthia Daniels, AEC Associate Planner, City of Oxnard Transportation Planning Division, at (805) 281-7871.

Publish: July 3, 2001 AD NO.VC 304035

takes good care of her customers at J & A

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1200 E. 7th Street  
Oxnard, CA 93033  
more information or to  
the City of Oxnard  
CONTACT: I want  
for this is a great day of  
celebration as far as my  
OFFICE: 805-384-0000  
805-384-0000  
805-384-0000  
805-384-0000

going up and up," said Irma in  
VIDA Newspaper.  
Espino maintains J & A Market,  
well supplied. Dairy products,  
meat, produce, Mexican products  
to name a few that see what  
Espino's customers usually buy.

a major impact on business. The  
Times were very difficult for her business going and growing.



### Initial Study/Environmental Assessment Available for Route 101 on Rice Avenue Announcement of Public Hearing Notice of Intent of the City Council of the City of Oxnard to Adopt a Negative Declaration

**WHAT IS BEING PLANNED?**  
CALTRANS (California Department of Transportation) and the City of Oxnard are preparing to improve the Rice Avenue interchange at Highway 101 located in the City of Oxnard. Proposed improvements include reconstruction and widening of the existing Rice Avenue increasing from two to six lanes, reconstruction of the existing U.S. 101 on- and off-ramps, and the realignment of Ventura Boulevard. The proposed work will require the acquisition of right-of-way and relocation of residents of mobile homes, residents of single family homes, and businesses. The project will mitigate traffic, air quality, and noise impacts.

**WHY THIS AID?**  
CALTRANS and the City of Oxnard have studied the effects this project may have on the environment. Our studies show that the proposed project will not significantly affect the quality of the environment. The report that explains why it is called an Initial Study/Environmental Assessment. This notice is to inform you of the preparation of the Initial Study/Environmental Assessment and its availability for your review. A public hearing will be held to give you an opportunity to talk about certain design features, environmental impacts, and mitigation measures of the project. The tentative schedule for the purchase of land for right of way and construction will be discussed.

**WHAT IS AVAILABLE?**  
You may look at or obtain the Initial Study/Environmental Assessment at the Caltrans District 7 Office located at 120 S. Spring Street, Los Angeles, CA 90012 on weekdays from 8:00 a.m. to 4:00 p.m., and at City of Oxnard Transportation Planning Division, 305 West Third St., Third Floor, East Wing, Oxnard, CA 93030 on weekdays between 8:00 a.m. and 5:00 p.m. Monday through Thursday, and 8:00 a.m. and 5:00 p.m. on alternating Fridays. Oxnard city hall is closed every other Friday. Maps and other information are also available. Copies of the report are also available for review at the Oxnard Public Library at 251 South A Street, Oxnard, CA 93030.

**WHEN YOU COME IN**  
Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the report, you may submit your written comments until August 15, 2001 to: Mr. Ronald Kozinski, Deputy District Director, Caltrans Office of Environmental Planning (VEN-101, KP 31-433.0) 120 S. Spring Street, Los Angeles, CA 90012. Be sure that your letter indicates the name and address of a contact person in your organization.

Any person wishing to comment on the items of the City Council of the City of Oxnard to adopt a negative declaration for the proposed project described above may file a written comment with the City of Oxnard Transportation Planning Division by 5:00 p.m. on August 10, 2001. Persons aggrieved by the decision to adopt a negative declaration may appeal this decision to the City Council in accordance with the City Council resolution establishing environmental review procedures.

**WHEN AND WHERE**  
The Oxnard City Council will hold the hearing on Tuesday, July 31, 2001, at 7:00 p.m. at the City of Oxnard Council Chambers, 305 West Third Street, Oxnard, CA 93030. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 7 Public Affairs Office at (213) 607-3058 or the City Clerk of the City of Oxnard at (805) 385-7805 at least 21 days prior to the scheduled hearing date. TDD users may contact the California Relay Service TDD line at 1-800-735-2929 or Voice Line at 1-800-735-2922. The hearing will be televised on Channel 17 within the City of Oxnard.

**CONTACT**  
For more information about this document and project, call CALTRANS at (213) 897-8175 or Cynthia Daniels, AICP, Associate Planner, City of Oxnard Transportation Planning Division, at (805) 385-7871.



### Estudio Inicial/Evaluación del Medio Ambiente Disponible Para la Ruta 101 y La Avenida Rice Aviso de Audiencia Pública Notificación De Intento del Concilio de Oxnard de Adoptar una Declaración Negativa

**¿QUE SE ESTA PLANEANDO?**  
El Estado de California Department of Transportation (Caltrans), y la Ciudad de Oxnard, están preparando mejorar al intercambio de la Avenida Rice de la Autopista 101, localizado en la Ciudad de Oxnard. Los mejoramientos propuestos incluyen la reconstrucción y la ampliación de la Avenida Rice que está actualmente de cuatro y seis carriles, la reconstrucción de las rampas actuales de entrada y salida de la Autopista 101, y el realineamiento del Ventura Boulevard. El trabajo propuesto requerirá la adquisición del derecho de vía de la ciudad y la reubicación de los residentes de las casas móviles, de las casas adosadas y de los negocios localizados actualmente allí. El proyecto mitigará al tráfico, la calidad del aire y al nivel de ruido.

**¿POR QUE ESTE ANUNCIO?**  
Caltrans y la Ciudad de Oxnard, han estudiado los efectos que este proyecto pudiera tener en el medio ambiente. El estudio demuestra que el proyecto propuesto no afectará significativamente la calidad del medio ambiente. El estudio explica porque se le llama Estudio Inicial/Evaluación del Medio Ambiente. Una audiencia pública se llevará a cabo para dar oportunidad a la discusión de algunas características del diseño, el impacto al medio ambiente y las medidas de mitigación del proyecto. La fecha tentativa para la compra del terreno para el derecho de vía de la ciudad y para la construcción se discutirán también.

**¿QUE HAY DISPONIBLE?**  
El Estudio Inicial/Evaluación del Medio Ambiente, están disponibles al público en la Oficina de Caltrans Distrito 7, localizada en el 120 South Spring Street, Los Angeles, California 90012, de lunes a viernes de 8:00 a.m. a 4:00 p.m., y en el Departamento de Planificación del Transporte de la Ciudad de Oxnard, localizado en el 305 West Third St., Third Floor, East Wing, Oxnard, CA 93030, de lunes a jueves de 8:00 a.m. a 5:00 p.m. y de 8:00 a.m. a 5:00 p.m. un viernes. Mapas e información adicional también estarán disponibles. Copias del reporte también estarán disponibles en el Oxnard Public Library, 251 South 'A' Street, Oxnard, CA 93030.

**¿EN DONDE ENTRA USTED?**  
¿Se ha considerado el posible impacto? ¿Tiene usted información que debe ser incluida? Sus comentarios serán parte del récord público. Si desea hacer un comentario para que sea incluido en el reporte, puede mandarlo por escrito a más tardar el 10 de agosto del 2001 a: Mr. Ronald Kozinski, Deputy District Director, Caltrans Office of Environmental Planning (VEN-101, KP 31-433.0) 120 South Spring Street, Los Angeles, CA 90012. Asegúrese de que su carta indique el nombre y la dirección de la persona de su organización a la que se debe contactar.

Cualquier persona que desee hacer un comentario sobre el proyecto propuesto por el Concilio de la Ciudad de Oxnard, de adoptar una declaración negativa para el proyecto en cuestión, puede presentar sus comentarios por escrito al Departamento de Planificación del Transporte antes de las 5:00 p.m. del 10 de agosto del 2001. Personas que están en desacuerdo con la decisión del concilio de la ciudad de adoptar una declaración negativa, pueden presentar una apelación ante el concilio de la ciudad de acuerdo a los procedimientos de revisión de las resoluciones del medio ambiente que están en vigor.

**¿CUANDO Y DONDE?**  
El Concilio de la Ciudad de Oxnard, llevará a cabo su audiencia el martes, 31 de julio, 2001, a las 7:00 p.m., en el City of Oxnard Council Chambers, localizado en el 305 West Third Street, Oxnard, CA 93030. Se le pide a las personas que tengan necesidades especiales, tales como la necesidad de un intérprete con señas manuales o de obtener salientes accesibles o documentos en alguna forma alternativa, etc., que se comuniquen con el District 7 Public Affairs Office at (213) 897-3058 o al City Clerk of the City of Oxnard, at (805) 385-7805, por lo menos 21 días antes de la fecha de la audiencia. Usuarios de TDD pueden llamar a la línea Información del California Relay Service al 1-800-735-2929 o a Voice Line al 1-800-735-2922. La audiencia será televisada por el Canal 17, en la Ciudad de Oxnard.

**¿A DONDE PUEDE COMUNICARME?**  
Para mayor información sobre este documento o sobre el estudio, llame a Caltrans, al (213) 897-8175 o a Cynthia Daniels, AICP, Associate Planner, City of Oxnard Transportation Planning Division, al tel. (805) 385-7871.



**Certificate of Publication**

Ad No. 401736

In Matter of Publication of:

**Notice of Intent to Adopt Mitigated  
Negative Declaration**

State of California)  
(§  
County of Ventura)

I, **Sharon K. Palmer**, hereby certify that the **Oxnard Star** has been adjudged a newspaper of general circulation by the Superior Court of California, County of Ventura within the provisions of the Government Code of the State of California, printed and published in the City of San Buenaventura, County of Ventura, State of California; that I am the principal clerk of the printer of said paper; that the annexed clipping is a true printed copy and publishing in said newspaper on the following dates to wit:

**July 21, 2001**

I, certify under penalty of perjury, that the foregoing is true and correct.

Dated this 23<sup>rd</sup> day of **July 2001**, in San Buenaventura, California.

(Signature)  
skp

City of  
**Oxnard**  
OXNARD TRANSPORTATION PLANNING  
305 WEST THIRD STREET, 3RD FLOOR, EAST WING, OXNARD, CA 93030

**NOTICE OF INTENT TO ADOPT  
A MITIGATED NEGATIVE DECLARATION**

The City of Oxnard and California Department of Transportation (Caltrans) propose to improve the Rice Avenue/U.S. Highway 101 Interchange. Proposed improvements include reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes; reconfiguration of the existing U.S. 101 on- and off-ramps; and the realignment of Ventura Boulevard. The project limits on Rice Avenue/Santa Clara Avenue extend from approximately Gorzales Road on the south to just north of Auto Center Drive. Improvements on U.S. 101 to accommodate the interchange reconstruction would extend from approximately Almond Drive on the east (KP31 A) to just west of Paseo Mercado (KP334).

On the basis of the initial study, and in accordance with Section 15070 of the California Code of Regulations, the City and Caltrans have determined there is no substantial evidence that the proposed project may have a significant effect on the environment after mitigation, and that a mitigated negative declaration be adopted.

The proposed mitigated negative declaration and initial study/environmental assessment are available for public inspection at the Caltrans District 7 Office of Environmental Planning, 120 S. Spring Street, Los Angeles, CA 90012, on weekdays between the hours of 8:00 a.m. and 4:00 p.m., and at the City of Oxnard Transportation Planning Program, 305 West Third Street, 3rd Floor, East Wing, Oxnard, CA 93030 from 8:00 a.m. to 6:00 p.m. Monday through Thursday, and 8:00 a.m. and 5:00 p.m. every other Friday (closed on August 23, 2001).

The public comment review period has been extended to August 20, 2001. Any person wishing to comment on the intent of Caltrans and the City of Oxnard to adopt a mitigated negative declaration for the proposed project described above may file a written comment with the City of Oxnard Transportation Planning Program or Caltrans District 7 Environmental Planning by 5:00 p.m. on August 20, 2001. Persons aggrieved by the City's decision to adopt a mitigated negative declaration may appeal this decision in accordance with the City Council resolution establishing environmental review procedures.

Cynthia Daniels, AICP, Associate Planner      Publish: July 21, 2001 Ad No. 02401736

**APPENDIX E - COMMENT LETTERS AND RESPONSES**

The Initial Study/Environmental Assessment was circulated for public review and comment from July 3, 2001 to August 20, 2001. In addition, a public hearing was held on July 31, 2001 at the City of Oxnard City Council Chambers.

Those agencies, businesses, organizations, and individuals that submitted comments on the Initial Study/Environmental Assessment are listed below. The comment letters and a transcript of the public hearing are presented on the following pages, as are lead agency responses to any environmental concerns raised in the comments. Each comment letter is labeled with a reference letter and number corresponding to the lists below. Individual comments are referenced in the margin and responses to the comments follow each letter and the public hearing transcript.

**A. Public Agencies**

<u>No.</u>	<u>Agency</u> <u>Name</u>	<u>Date</u>	
A1	County of Ventura Resource Management Agency		Keith Turner
	8/9/01		
A2	County of Ventura Public Works Agency, Transportation Department		Nazir
	Lalani	8/1/01	
A3	County of Ventura Public Works Agency, Transportation Department		Butch
	Britt	7/24/01	
A4	County of Ventura Public Works Agency, Flood Control District		
	Kevin Keivanfar	8/2/01	
A5	County of Ventura Public Works Agency, Water Resources & Engineering Department		Lowell
	Preston	7/31/01	
A6	County of Ventura Resource Management Agency, Planning Division		
	Bruce Smith	8/7/01	
A7	Federal Emergency Management Agency		Sandro
	Amaglio	7/26/01	
A8	Southern California Association of Governments		Jeffrey M. Smith
	7/18/01		
A9	State of California Department of Fish and Game		C. F. Raysbrook
	7/30/01		
A10	State of California Governor's Office of Planning and Research, State Clearinghouse		Terry Roberts
	7/31/01		
A11	United Water Conservation District		John M.
	Dickenson	8/3/01	

A12 Ventura County Air Pollution Control District  
8/6/01

Alicia Stratton

**B. Businesses/Organizations**

<u>No.</u>	<u>Business/Organization</u>	<u>Date</u>	
B1	Braitman & Associates Bob Braitman	8/13/01	
B2	California Rural Legal Assistance, Inc. A. Barrett	8/17/01	Jeannie
B3	Dieter's Import Motors Klaus Dieter Schaltinat Eli Schaltinat	8/16/01	
B4	England & Cohen Robert B. England	8/7/01	
B5	Fell, Marking, Abkin, Montgomery, Granet & Raney, LLP Douglas E. Fell	8/17/01	
B6	Anthony C. Fischer, Attorney at Law Anthony C. Fischer	7/31/01	
B7	Gibbs International Trucks Edward A. Gibbs	8/10/01	
B8	Law Offices of Richard C. Gilman Richard C. Gilman	8/16/01	
B9	Ojai Oil Company Douglas Off	7/27/01	
B10	Rosenmund, Baio & Morrow Frederick Rosenmund	8/20/01	
B11	Sakioka Farms Jeffrey D. Littell	8/9/01	
B12	Shute, Mihaly & Weinberger LLP Hooper	8/16/01	Rachel B.
B13	Sunbelt Enterprises Ken Bauman	8/20/01	

**C. Private Citizens/Individuals**

<u>No.</u>	<u>Name</u>	<u>Date</u>
C1	Patricia Feiner Arkin	8/12/01

C2	Lawrence R. Carter	8/10/01
C3	Thomas D. Harvey	8/10/01
C4	John F. Kerkhoff	8/19/01
C5	Soledad Trevino	8/20/01

**D. Public Workshop**

The following individuals spoke at the public hearing on July 31, 2001.

Jeffrey Littell  
Les Card  
Soledad Trevino  
Donaciano Miramontez  
Jose Valdovinos  
Juan Manuel Galvan  
Fermin Ruiz  
Alberto Cortez  
Jeannie Barrett  
Alma Silva  
Belen Alonso  
Marga Kerkhoff  
Tom Herman  
Eleazar Vasquez  
Elizabeth Robertson

Comment Letter A1

RESOURCE MANAGEMENT AGENCY  
**county of ventura**

Planning Division

Keith A. Turner  
Director

August 9, 2001

A. Burton  
Caltrans 7

FAX #: (213) 897-0685

Subject: Rice Ave./Hwy. 101 Improvements

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document.

Your proposed responses to these comments should be sent directly to the commentator, with a copy to Joseph Eisenhut, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

A1-1

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Joseph Eisenhut at (805) 654-2464.

Sincerely,

 FOR

Keith Turner  
County Planning Director

F:\RMA\WPC\WINWORD\1152-7.01.doc

Attachment

County RMA Reference Number 01-060



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

*Printed on Recycled Paper*



***Response to Comment A1-1***

As requested, responses to comments from the County of Ventura will be sent directly to the commentator. Additionally, responses will be sent to other public agencies as well as to those organizations, businesses, and individuals that submitted comments on the Initial Study/Environmental Assessment (IS/EA).



**PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration**

AUG 02 2001

**MEMORANDUM**

August 1, 2001

**TO:** Resource Management Agency, Planning Division  
Attention: Joseph Eisenhut

**FROM:** Nazir Lalani, Principal Engineer *NL*

**SUBJECT:** Review of Document 01-060  
Initial Study and Environmental Assessment for Rice Avenue/ U.S. Highway 101  
Interchange Improvement Project  
Applicant: City of **OXNARD**  
Lead Agency: City of **OXNARD**

The Transportation Department has reviewed the Initial Study and Environmental Assessment for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would involve the construction of a new northbound and southbound on and off ramps, reconstruction and widening of Rice Avenue crossing from two lane to six lane and realignment of Ventura Boulevard to extend northbound to intersect with Santa Clara Avenue just north of Auto Center Drive. We offer the following comments:

- 1) We concur with the proposed project for those areas under the purview of the Transportation Department. No direct cumulative adverse traffic or transportation impacts are expected from this project.
- 2) Our comments have been submitted directly to Caltrans date July 24, 2001 via the attached letter.
- 3) Our review of this project is limited to the impacts this project may have on the County's Regional Road Network.

A2-1

Please call me at 654-2080 if you have questions.

c: Jim Myers

NL-RH-BE-AB:kw  
f:\pw\transport\wpwin\memos\01-060

***Response to Comment A2-1***

The County of Ventura's comment that no direct cumulative adverse traffic or transportation impacts are expected from this project is noted for the record.

Comment Letter A3



PUBLIC WORKS AGENCY  
RONALD C. COONS  
Director

July 24, 2001

Ron Kosinski *RK*  
Deputy District Director  
Office of Environmental Planning  
California Department of Transportation  
120 S. Spring Street  
Los Angeles, CA 90012-3606

Deputy Directors of Public Works  
**Wm. Butch Britt**  
Transportation  
**John C. Crowley**  
Water Resources & Engineering  
**Lane B. Hoyt**  
Central Services  
**Kay Martin**  
Solid Waste Management  
**Jeff Pratt**  
Flood Control

**SUBJECT: INITIAL STUDY/ENVIRONMENTAL ASSESSMENT FOR IMPROVEMENTS TO THE US HIGHWAY 101/RICE AVENUE INTERCHANGE AND MITIGATED NEGATIVE DECLARATION**

Dear Mr. Kosinski:

Our comments on subject document are hereby submitted:

1. The proposed project is consistent with the County's General Plan and all other known related regional transportation improvements and plans. We support the project in that it is consistent with the long-term regional transportation objectives of the community.
2. However, the project has the potential to cause a significant disruption and affect the quality of life of the Nyeland Acres Community in general, the Owl Mobile Home Park residents, and several area businesses. These areas will be impacted by additional traffic, traffic diversion, noise, or other project impacts both during and after construction. This project has also been subject to considerable public controversy at El Rio Municipal Advisory Council and Nyeland Acres Community Advisory meetings. Merely stating that properties will be acquired and relocation assistance provided in accordance with *Uniform Relocation Assistance and Property Act of 1970 as amended* and the *California Relocation Act* does not provide sufficient information to determine or evaluate the impact on the community or provide sufficient information on which to base a finding of no significant impact. For example, we understand that relocating the trailer park is an option currently being considered. This is not however identified in the document. Such relocation may result in separate but identifiable impacts on farmland, transportation, or other as yet identified impacts.

A3-1

A3-2



Ron Kosinski  
July 24, 2001  
Page 2

Should you have any questions, you may contact me at (805) 654-2077.

Very truly yours,



Wm. Butch Britt  
Deputy Director of Public Works  
Transportation Department

WBB:ws

cc. Tom Berg, RMA  
Nazir Lalani, Principal Engineer  
Cynthia Daniels, Associate Planner, City of Oxnard  
Chris Stephens, Deputy Executive Director, VCTC

***Response to Comment A3-1***

The County of Ventura's comment that the proposed project is consistent with the County's General Plan, other known related transportation improvements and plans, and the long-term regional transportation objectives of the community is noted for the record.

***Response to Comment A3-2***

Based on the analysis in the IS/EA, it is not expected that the proposed project would result in unavoidable significant adverse environmental impacts on the Nyeland Acres Community, the Owl Mobile Home Park residents, or several businesses in the area.

As described in the IS/EA, construction air quality, noise, and traffic circulation impacts would be temporary, intermittent, and would be minimized to the extent feasible as a result of the implementation of proposed mitigation measures (see Sections 6.8, 6.9, and 6.22 of this Final IS/EA).

Although potential increases in noise levels due to implementation of the project would not be substantial (i.e., project-related noise increases would range from 0 to 3 dBA at affected sensitive receptors), soundwalls are proposed to reduce future noise levels, at noise-sensitive residential uses in the immediate area, below FHWA's noise abatement criterion of 67 dBA. Proposed soundwalls would be located along both sides of the realigned Ventura Boulevard to shield residents of the Country Squire mobile home park to the west and the residents of Nyeland Acres to the east from traffic on the realigned street. Soundwalls are also proposed along the northbound U.S. 101 off-ramp and northbound on-ramp (note: some commercial property and business owners have objected to these soundwalls, please see the response to comment B1-1).

As discussed on page 58 of this Final IS/EA, the proposed project would displace 18 mobile homes in the Owl Mobile Home Park and 2 single-family residences, which are occupied by an estimated 69 persons. Additionally, 12 businesses (1 motel, 3 restaurants, and 8 sales or rental businesses) located in the northeast quadrant of the interchange would be displaced. These businesses employ an estimated 46 persons.

Approximately 2,490 residents live in Nyeland Acres according to 2000 census information. Although existing residents and businesses would be displaced by the proposed project, the impacts would be limited in scale and scope and would not have a significant impact on the quality of life of the Nyeland Acres Community. The improvements would not divide the existing Nyeland Acres community and would, in fact, improve access and circulation in the area, benefiting both residents and businesses.

With regards to the Owl Mobile Home Park, the City will make every effort, within reason, to accommodate the request expressed by a number of the residents that they be relocated as a group, preferably to another mobile home park, so that they can remain together. However, given the very low mobile home park vacancy rates in the City and the project area, the City cannot guarantee that a mobile home park within the City or project area will be found with a

sufficient number of vacancies to accommodate all of the displaced residents. Additionally, the City has not yet determined whether development of new housing for the displaced tenants, either a mobile home park or co-operative housing, is a feasible mitigation measure. Nonetheless, the City will continue to meet with Owl Mobile Home park tenants and representatives to discuss housing options and measures to mitigate displacement impacts. Additionally, there are potential housing resources and programs in the City of Oxnard that may be available to and could benefit the displaced residents. These resources are summarized below.

- Section 8 Housing Vouchers – There is a turnover of approximately 18 to 20 Section 8 certificates every month. Owl Mobile Home Park residents could receive a preference for any available certificates because of their displacement by government action.
- Housing Authority Public Housing Units – There is a turnover of approximately 8 to 12 units every month of various bedroom sizes. Owl Mobile Home Park residents could receive a preference for any available apartments because of their displacement by government action.
- Non-Profit Managed Units – There are several affordable projects to be built by non-profit housing developers within the next 24 months. These units would not be available prior to December 2002. However, the City could write into the agreement with the developers a provision that families previously displaced by government action would have preference if otherwise qualified. These projects are:
  - Mercy Housing, Robert and A Street, 72 units
  - Villa Cesar Chavez, 391 Hueneme Road, 52 units (farmworkers only)
  - Meta Street, 24 units (farmworkers only)
- Homebuyers Assistance – The City offers a \$5,000 matching grant for the purchase of new mobile homes by low-income families. The City could set aside a specific number of grants out of the City’s yearly allocation of \$100,000 for Owl Mobile Home Park families that want to take advantage of this program.

There are also several affordable for sale projects that are in the planning stage. The City could request the developers provide a preference for Owl Mobile Home Park residents, if they are otherwise eligible. These projects would not be available prior to December 2002.

- Boys and Girls Club, 26 units
- Stroube Street, 22 units

These resources would be in addition to the relocation assistance and payments that would be provided in accordance with the provisions of the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (please see the IS/EA and Draft Relocation Impact Report for a summary of relocation benefits under the Uniform Act).

Comment Letter A4

# county of ventura

PUBLIC WORKS AGENCY  
RONALD C. COONS  
Director

August 2, 2001

Mr. Ron Kosinski, Chief  
Caltrans Office of Environmental Planning  
120 South Spring Street  
Los Angeles, California 90012-3606

Deputy Directors of Public Works  
**Wm. Butch Britt**  
Transportation  
**John C. Crowley**  
Water Resources & Engineering  
**Lane B. Holt**  
Central Services  
**Kay Martin**  
Solid Waste Management  
**Jeff Pratt**  
Flood Control

SUBJECT: RMA 01-060, EA 003430, Initial Study and Environmental Assessment  
Rice Road at U.S. Highway 101 Improvements, Oxnard

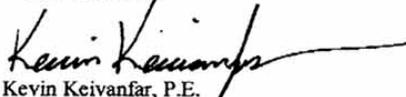
Dear Mr. Kosinski :

The Ventura County Flood Control District (District) has reviewed the submittal for the proposed improvement of the Rice Road-Highway 101 interchange with respect to issues under District purview. The project is not adjacent to any District jurisdictional facilities and will not encroach into District facilities or rights-of-way. The District has no comments with respect to flood control issues. NPDES issues will be adequately addressed by the preparation of a SWPPP.

A4-1

If you have questions regarding this subject, please call the undersigned at 654-2906 or for water quality questions, please call Jayme Laber at 662-6737.

Very truly yours,

  
Kevin Keivanfar, P.E.  
Manager, Permit Section  
Flood Control Department

c: Joseph Eisenhut, RMA Planning, County of Ventura

log no. 20010723-003



Hall of Administration L # 1600  
800 S. Victoria Ave, Ventura, CA 93009 • (805) 654-2018 • FAX (805) 654-3952 • www.ventura.org/VCPWA



*Response to Comment A4-1*

Comment noted.

COUNTY OF VENTURA  
PUBLIC WORKS AGENCY  
WATER RESOURCES & ENGINEERING DEPARTMENT

MEMORANDUM  
July 31, 2001

To: Joseph Eisenhut, x2464  
RMA/Planning Division

From: Lowell Preston,  
Water Resources Division Manager

Subject: **CITY OF OXNARD, CALTRANS 7, HWY 101/RICE AVENUE IMPROVEMENT**

We have reviewed the subject Environmental Document Review Notice and have determined that it is **COMPLETE** for water resources-related issues. The subject project will have **NO EFFECT** on area groundwater quantity, groundwater quality, or water supply.

A5-1

**Discussion:** The California Department of Transportation (CALTRANS) intends to reduce traffic impacts at the subject overpass/interchange by increasing the number of traffic lanes on Rice Avenue/Santa Clara Avenue at Hwy 101 (Ventura Freeway) from the present two lanes to six and reroute the northbound (NB) Hwy 101/Santa Clara Avenue/Auto Center Drive off ramp to make room for a new loop access from Rice Avenue NB to Hwy 101 NB. Ventura Blvd westbound would need to be rerouted through the Nyeland Acres community to meet Santa Clara Avenue at a junction one block north of Auto Center Drive. Freeway acceleration/deceleration ramps would be lengthened.

The area is extremely flat and level. Stormwater will be conveyed from project impervious surfaces into several large channels maintained by the Ventura County Flood Control Department (VCFCD) to Beardsley Wash (north of Hwy 101) and Revolon Slough (south of Hwy 101). **The project has no impact on groundwater quantity or quality** because no water is used by the project, and the project overlies a confined aquifer. Perched groundwater may exist beneath the project within about ten feet of ground surface. The contractor is expected to construct several very shallow borings or temporary monitoring wells to assess the possible perched water impact on project grading and roadbed recompacting.

A5-2

The City of Oxnard Well Ordinance regulates monitoring well construction for water level and water quality data collection. **The contractor must obtain a permit from Oxnard Engineering Services Department prior to constructing monitoring wells for the subject project.** Also, one abandoned water well (State Well # 02N22W25N02S) exists within the project at the west edge of Rice Avenue about 400 feet south of the junction with Hwy 101. **The well must be destroyed under a permit to be issued by the Engineering Services Department.**

A5-3

A5-4

If there are questions, please call me at (805) 648-9204, or call Mr. LaVern Hoffman at (805) 654-2907. Thank you.

***Response to Comment A5-1***

Comment noted.

***Response to Comment A5-2***

Comment noted.

***Response to Comment A5-3***

The contractor will obtain all required permits.

***Response to Comment A5-4***

Comment noted. The abandoned water well will be destroyed under a permit issued by the County of Ventura Engineering Services Department.

Comment Letter A6

Post-it* Fax Note	7671	Date	8/9/01	# of pages	3
To	A. BURTON	From	J Eisenhut		
Co./Dept.	CALTRANS 7	Co.	VENTURA COUNTY		
Phone #		Phone #	805 654 2464		
Fax #	(213) 897-0685	Fax #	C		

COUNTY OF  
RESOURCE MANA  
PLANNING DIVISION

MEMORANDUM

DATE: August 7, 2001

TO: Joseph Eisenhut, Coordinator  
Outside Environmental Document Review

FROM: Bruce Smith, Manager  
General Plan Section

SUBJECT: Initial Study/Environmental Assessment, Rice Ave./US 101  
RMA Reference No. 01-060

The Planning Division of the Ventura County Resource Management Agency has reviewed the above-referenced subject and has the following comments:

The improvements proposed include the (1) reconstruction of the Rice Avenue/US 101 interchange and the (2) extension of Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive. The interchange improvement as shown in the maps accompanying the Initial Study/Environmental Assessment dated June 28, 2001 is located within the boundaries of the City of Oxnard. The extension of Ventura Boulevard, however, is proposed for location within the unincorporated area of the County of Ventura.

Noise

The proposed extension of Ventura Boulevard is subject to the Goals, Policies and Programs of the County General Plan. Policy 2.16.2-1(4) requires that noise generators proposed near any noise sensitive use incorporate noise control measures to meet designated noise standards. Thresholds are measured as ambient noise plus 3dBA.

The Initial Study Environmental Significance Checklist (Item No. 19) indicates that the project **will** result in an increase in noise levels or vibration for adjoining areas. However, the Checklist indicates that after mitigation, the result will change to "no" increase in such noise or vibration levels.

A noise study was conducted using Caltran protocols and a threshold known as "Noise Abatement Criteria" ("NAC"). Residential receivers located in the vicinity

A6-1



of the proposed realignment of Ventura Boulevard are predicted to approach or exceed the NAC under the Future Build scenario. Accordingly, noise barriers, two on the west side and one on the east side of the realigned Ventura Boulevard are recommended as reasonable and feasible mitigation measures to satisfy the Preliminary Noise Abatement Decision guidelines in Caltrans' *Traffic Noise Analysis Protocol*.

A6-1  
Cont'd

The noise study indicates that Ventura County thresholds, as stated in the Goals, Policies and Programs of the General Plan, **will not** be exceeded in the areas of County interest, following construction of the proposed noise barriers.

**Housing and Neighborhood Character**

As a second area of concern, the Initial Study Environmental Significance Checklist (Item Nos. 33-37) indicates that the project **will** result in negative impacts to human population, neighborhood character and housing demand. However, the Checklist indicates that after mitigation, these results will change to "no" increased impacts.

Eighteen (18) mobile homes and two single-family residences, deemed in the analysis to be low-income residences, and sheltering approximately 69 persons in the City of Oxnard, will be displaced as a result of the project, specifically, construction of the northbound loop on-ramp. While construction of the on-ramp and its effects on housing will occur within the jurisdiction of the City of Oxnard, the project as a whole will take place on unincorporated area as well, subject to County of Ventura review.

With regard to housing, Goal 3.3.13(1) of the Ventura County *Goals, Policies and Programs* seeks to: "Encourage the physical maintenance of the existing standard housing stock (28,240 units), especially mobile homes (1,591 units) in mobile home parks . . ." In addition, Policy 3.1.2 of the El Rio-Del Norte Area Plan states that "all discretionary development projects shall be reviewed and conditioned to ensure that they are . . . consistent with the character of the El Rio/Del Norte area, and are beneficial to the community as a whole." Further, the Ventura County *Initial Study Assessment Guidelines* state that "Forced removal of four or more dwellings that are currently or were formerly owner-occupied, or the removal of four or more dwellings that are currently or were formerly renter-occupied, that are affordable to [lower-income families] is considered to have a significant adverse impact on existing housing." Ventura County favors a mitigation measure requiring the project proponent to build housing units affordable to low-income families in equal numbers to those that will be removed.

A6-2

Removal of the housing units will violate the County *Goal* of physically maintaining mobile home units in parks. Removal of the housing units will violate the Area Plan Policy of ensuring projects' consistent with community

A6-3

character and beneficial to the community as a whole. The analysis states: "For those residents who have come to rely on neighbors or have otherwise formed relationships in the park [Owl Mobile Home Park], the dissolution of their present residential community would be an adverse effect of the proposed project." Further, removal of the housing units and approval of the subject *Initial Study/Environmental Assessment* would exceed Ventura County thresholds for significant adverse impact on existing housing affordable to lower-income families, i.e., removal of four (4) or more such units.



A6-3  
Cont'd

The City of Oxnard proposes as mitigation measures to offer relocation advisory assistance, including information on the availability and prices of rental units and to help eligible displaced persons by paying certain costs and expenses. These measures comply with California Code and the *Uniform Relocation Assistance and Property Acquisition Act of 1970 as amended*. According to the *Initial Study/Environmental Assessment*, the City and Caltrans (project proponents) are exempt from the City of Oxnard Municipal Code special considerations for closure of mobile home parks.



A6-4

The County of Ventura urges that the City of Oxnard **not** exempt the project proponents from special considerations for closure of mobile home parks under its Code. Further, Ventura County objects to the certification of a Negative Declaration environmental assessment in which Checklist Items 33-37 are deemed **not** significant after proposed mitigation and said mitigation does not include replacement of the twenty (20) units of low-income family housing to be removed as part of the project. Ventura County proposes that mitigation measures sufficient to reduce adverse impacts to housing and community character from "significant" to "**not** significant" require actual construction of replacement low-income housing units.



A6-5

***Response to Comment A6-1***

Comment noted. Noise barriers will be constructed on both sides of the realigned Ventura Boulevard as shown on Figure 7 on page 49 of the IS/EA, unless the following situation occurs. In accordance with Caltrans procedures, prior to construction the City will conduct a survey of the property owners of properties affected by potential noise increases due to the proposed interchange improvements. If 50 percent or more of the affected property owners (note: in the case of rental or leased property, the owner's opinion is considered superior to that of the residents) are opposed to the noise barrier, noise abatement would not be provided adjacent to the affected property.

***Response to Comment A6-2***

Comment noted. Although the City does not propose to construct new affordable housing to replace the 18 mobile homes that would be displaced, there are City housing resources and programs that could be of assistance to the displaced residents. These include:

- Section 8 Housing Vouchers – There is a turnover of approximately 18 to 20 Section 8 certificates every month. Owl Mobile Home Park residents could receive a preference for any available certificates because of their displacement by government action.
- Housing Authority Public Housing Units – There is a turnover of approximately 8 to 12 units every month of various bedroom sizes. Owl Mobile Home Park residents could receive a preference for any available apartments because of their displacement by government action.
- Non-Profit Managed Units – There are several affordable projects to be built by non-profit housing developers within the next 24 months. These units would not be available prior to December 2002. However, the City could write into the agreement with the developers a provision that families previously displaced by government action would have preference if otherwise qualified. These projects are:
  - Mercy Housing, Robert and A Street, 72 units
  - Villa Cesar Chavez, 391 Hueneme Road, 52 units (farmworkers only)
  - Meta Street, 24 units (farmworkers only)
- Homebuyers Assistance – The City offers a \$5,000 matching grant for the purchase of new mobile homes by low-income families. The City could set aside a specific number of grants out of the City's yearly allocation of \$100,000 for Owl Mobile Home Park families that want to take advantage of this program.

There are also several affordable for sale projects that are in the planning stage. The City could request the developers provide a preference for Owl Mobile Home Park residents, if they are otherwise eligible. These projects would not be available prior to December 2002.

- Boys and Girls Club, 26 units
- Stroube Street, 22 units

These resources would be in addition to the relocation assistance and payments that would be provided in accordance with the provisions of the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (please see the IS/EA and Draft Relocation Impact Report for a summary of relocation benefits under the Uniform Act).

Two single-family residences in the unincorporated area would be removed for the interchange, and their occupants relocated in accordance with the provisions of the Uniform Act. While it is not known if these two residences are affordable to lower-income families, the removal of the two residences is below the threshold of significance for the County of Ventura as identified in the comment.

***Response to Comment A6-3***

The Owl Mobile Home Park is located within the City of Oxnard City limits. Therefore, the pertinent plans and policies are those of the City of Oxnard, not the County. Furthermore, as the lead agency under CEQA, the City of Oxnard is responsible for identifying and determining the significance of potential impacts. The loss of the 18 mobile homes on the supply of affordable housing in the City, though adverse, is not considered to be a significant environmental impact by the City. Also see the response to Comment A6-2 for information on housing resources in the City.

***Response to Comment A6-4***

The City adopted Ordinance No. 2492, which states, “The requirements of this article shall not apply to any public agency which is required to comply with the relocation requirements of California Government Code section 7260 et seq. due to any displacement of a person or persons from a mobilehome.” The Uniform Act requirements as well as the California Code requirements will provide reasonable and adequate notice and assistance to residents of the mobile home park who are displaced by the project. The City will comply with its municipal code.

***Response to Comment A6-5***

Please see the responses to Comments A6-2 and A6-3 above.



Federal Emergency Management Agency

Region IX  
P.O. Box 29998  
San Francisco, CA 94129

July 26, 2001

JUL 26 2001

Mr. Aaron P. Burton  
Caltrans District 7  
Office of Environmental Planning  
120 South Spring Street  
Los Angeles, CA 90012

Dear Mr. Burton:

I am writing in response to the request for review that your office has submitted to the Federal Emergency Management Agency (FEMA). The request pertains to the initial study/environmental assessment for the US Highway 101/Rice Avenue interchange project in Oxnard, California. We offer the following comments.

Both the City of Oxnard and Ventura County participate in the National Flood Insurance Program (NFIP). Under this program, the Federal government makes affordable flood insurance available within participating communities. In exchange, the communities adopt certain floodplain management regulations to reduce the risk of flood damage. In support of the NFIP, FEMA has undertaken a nationwide effort to identify and map flood hazards. These flood hazards are shown on Flood Insurance Rate Maps (FIRMs), which FEMA produces for each community participating in the program. The FIRMs show identified Special Flood Hazard Areas (SFHAs). The SFHA is an area that is subject to inundation during a flood having a 1-percent chance of occurrence in a given year (also known as the base flood or 100-year flood).

Flood insurance is required for structures within SFHAs in order to protect Federal financial investments and to reduce the cost of disaster assistance. Further, the floodplain management regulations adopted by participating communities affect the construction and improvement of structures located in SFHAs. Accordingly, FEMA's concerns with the project relate to the potential effects of the project on flood hazards.

If the project will physically affect flood hazards shown on the FIRM, it is subject to the following:

- The project should not worsen flood hazards to adjacent properties, particularly if those properties contain insurable structures. | A7-1
- The FIRM should accurately reflect changes to flood hazard information, such as shifts in floodplain boundaries or changes in base flood elevations, once construction is completed. | A7-2

If construction results in any change to the flood hazard data shown on the FIRM, the community must request a revision to the FIRM within 6 months of completion of the work. FEMA has developed an application/certification package that the community must use to request a revision. This package is available electronically on FEMA's website at [www.fema.gov/mit/tsd/FRM\\_form.htm](http://www.fema.gov/mit/tsd/FRM_form.htm).

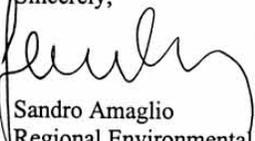
↑ A7-2  
Cont'd

You can contact each of the affected communities to obtain copies of the current FIRMs. Alternatively, copies of the maps may be obtained for a fee from our Map Services Center; information about ordering maps is available on our website at [www.msc.fema.gov/MSC](http://www.msc.fema.gov/MSC).

We encourage you to work closely with the floodplain administrators for the City of Oxnard and Ventura County to ensure that the proposed project complies with each community's floodplain management ordinance and to ensure that the goals of the NFIP are met.

| A7-3

Thank you for providing us with the opportunity to comment on this project. If you have any questions, or if we can be of further assistance, please do not hesitate to contact our NFIP branch at 415.923.7175.

Sincerely,  
  
Sandro Amaglio  
Regional Environmental Officer

cc: Rob Rashanian, Oxnard City Engineer  
Ronald Coons, Public Works Director, Ventura County

***Response to Comment A7-1***

The proposed project improvements would encroach into an area designated as Zone AH, an area of 100-year shallow flooding, located in the northwest quadrant of the interchange. According to the *Location Hydraulic Study* and the *Floodplain Encroachment Evaluation Study*, the proposed project improvements would result in an insignificant flood-storage reduction volume. Consequently, the impact on the 100-year water surface is expected to be minor and substantially less than 1 foot. The proposed project would not cause a significant risk or significant adverse impact on floodplain values.

***Response to Comment A7-2***

Please see the response to Comment A7-1.

***Response to Comment A7-3***

Comment noted.

Comment Letter A8

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

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Riverside County Transportation Commission: Robus Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Santa Valles

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July 18, 2001

Mr. Ronald Kosinski, Chief  
Office of Environmental Planning  
Caltrans, District 7  
120 S. Spring Street  
Los Angeles, CA 90012-3319

RE: SCAG Clearinghouse I20010372 Rice Avenue/U.S. 101 Interchange Project

Dear Mr. Kosinski:

We have reviewed the above referenced document and determined that it is not regionally significant per Areawide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project was published in the **July 15, 2001** Intergovernmental Review Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867.

Sincerely,

JEFFREY M. SMITH, AICP  
Senior Planner  
Intergovernmental Review



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**Ventura County:** Judy Mikels, Ventura County • Glen Becerra, Santa Valley • Donna De Paola, San Buenaventura • Tom Young, Port Hueneeme

**Riverside County Transportation Commission:** Robyn Lowe, Hemet

**Ventura County Transportation Commission:** Bill Davis, Santa Valley

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August 2, 2001

Mr. Ronald J. Kosinski, Chief  
Department of Transportation  
Caltrans District 7  
Office of Environmental Planning  
120 South Spring Street  
Los Angeles, CA 90012

RE: **Comments on the Initial Study / Environmental Assessment for the Rice Avenue / U.S. 101 Interchange Project - SCAG No. I 20010372**

Dear Mr. Kosinski:

Thank you for submitting the **Initial Study / Environmental Assessment for the Rice Avenue / U.S. 101 Interchange Project** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies. Please disregard our July 18, 2001 comment letter for the proposed Project. That letter was sent in error.

It is recognized that the proposed Project considers reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on-and-off ramps, and the realignment of Ventura Avenue. The proposed Project is located in Ventura County, in the City of Oxnard.

SCAG has evaluated the Initial Study / Environmental Assessment for the Rice Avenue / U.S. 101 Interchange Project with the Regional Comprehensive Plan and Guide (RCPG) and Regional Transportation Plan (RTP). The proposed Project is consistent with the 2001 RTP, and listed in the 2000/01-2005/06 Regional Transportation Program.

Policies of SCAG's RCPG and RTP, which may be applicable to your project, are outlined in the attachment. If you have any questions regarding the attached comments, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP  
Senior Planner  
Intergovernmental Review

August 2, 2001  
Mr. Ronald Kosinski  
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**COMMENTS ON THE  
INITIAL STUDY / ENVIRONMENTAL ASSESSMENT  
FOR THE  
RICE AVENUE / U.S. 101  
INTERCHANGE PROJECT  
SCAG NO. I 20010372**

**PROJECT DESCRIPTION**

The proposed Project considers reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on-and-off ramps, and the realignment of Ventura Avenue. The proposed Project is located in Ventura County, in the City of Oxnard.

**INTRODUCTION TO SCAG REVIEW PROCESS**

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation Plan (adopted April 2001), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Plan (RTP) constitutes the region's Transportation Plan. The RTP policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project are identified by number

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and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

**GENERAL SCAG STAFF COMMENTS**

1. During the time this IS/EA for the proposed Project was being prepared, SCAG adopted the 2001 RTP (April 2001). References made to the 1998 RTP should be updated and/or changed to reflect the 2001 RTP in the Final IS/EA for the proposed Project. A8-1

The IS/EA includes a short discussion on the RTP and RTIP in regards to the proposed Project. The proposed Project is included in SCAG's 2000/01-2005/06 RTIP.

2. The Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and discuss any inconsistencies between the proposed project and applicable regional plans. A8-2

**CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES**

**The Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the Rice Avenue / U.S. 101 Interchange Project.

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*
- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

SCAG staff comments: The IS/EA, on page 11, includes a sentence on construction scheduling. The proposed Project will be constructed over a period of approximately 2½ years. Construction is scheduled to start in 2002. The Project is consistent with this core RCPG policy.

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**The Regional Transportation Plan (RTP)** also has policies pertinent to this proposed project. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

4.01 *Transportation investments shall be based on SCAG's adopted Regional performance Indicators.*

4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*

SCAG staff comments. The IS/EA identifies environmental impacts and details the measures mitigate these impacts. Pages 39 through 73 provide an environmental evaluation and recommended mitigation measures. The Project is consistent with this core RTP policy.

4.04 *Transportation Control Measures shall be a priority.*

4.16 *Maintaining and operating the existing transportation system will be a priority over expanding capacity.*

SCAG staff comments. The Draft IS/EA, in Section2 (Purpose and Need for Transportation Improvements) discusses the need for the proposed Project and proposed improvements, which will help to maintain and operate the existing transportation system. The Project is supportive of this core RTP policy.

**GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE**

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.18 *Encourage planned development in locations least likely to cause environmental*

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*impacts.*

SCAG staff comments. The Project is proposed in a manner, which will minimize environmental impacts. Mitigation measures included in the IS/EA are recommended to address identified impacts. The Project is supportive of this ancillary RCPG policy.

- 3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

SCAG staff comments. The IS/EA in Sections 6.11, 6.12, 6.13 and 6.14, includes discussions on the Projects' impact on biological resources. The IS/EA recommends a number of mitigation measures to address impacts to plant and animal species. The Project is supportive of this ancillary RCPG policy.

- 3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

SCAG staff comments. Based on information provided in the IS/EA, the proposed Project would not have any impacts on any cultural resources. However, in the event buried cultural resources are encountered, mitigation measures are recommended. The Project is supportive of this ancillary RCPG policy.

- 3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

SCAG staff comments. The IS/EA in Section 6.2 acknowledges that the proposed Project is within a seismically active area, and that the Project would be subject to strong ground shaking. Mitigation measures included in this section are recommended to address potential geologic hazards through the implementation of building codes, special studies, standards and specific requirements and/or project design. The Project is supportive of this ancillary RCPG policy.

- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG staff comments. The IS/EA in Section 6.9 acknowledges that the proposed Project would have noise impacts on some surrounding uses. Mitigation measures are recommended to address noise impacts on adjacent uses and

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construction. The Project is supportive of this ancillary RCPG policy.

#### **AIR QUALITY CHAPTER CORE ACTIONS**

The **Air Quality Chapter** core actions related to the proposed project includes:

- 5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*
- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

**SCAG staff comments.** The Draft IS/EA in Section 4-10- (Air Quality) acknowledges regional air quality, relationships to ensure consistency and minimize conflicts. Mitigation measures outlined on page 46 are recommended to address identified impacts to construction. The Project is consistent with this core RCPG policy.

#### **WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS**

The **Water Quality Chapter** core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

- 11.07 *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

#### **CONCLUSIONS**

- 1. As noted in the staff comments, the proposed Rice Avenue / U.S. 101 Interchange Project Initial Study / Environmental Assessment is consistent with or supports some

A8-3



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of the core and ancillary policies in the Regional Comprehensive Plan and Guide and Regional Transportation Plan.

↑ A8-3  
Cont'd

2. As noted in the General Staff Comments, the Final IS/EA should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan and discuss any inconsistencies between the proposed project and applicable regional plans. In addition, references made to the 1998 RTP should be updated and/or changed to reflect the 2001 RTP in the Final IS/EA for the proposed Project.

A8-4

3. All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

A8-5

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**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

***Roles and Authorities***

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

***Response to Comment A8-1***

Comment noted. The text of the IS/EA has been revised to reflect the fact that SCAG adopted the 2001 RTP in April 2001.

***Response to Comment A8-2***

The proposed project is consistent with or supportive of the core and ancillary policies of SCAG's Regional Comprehensive Plan and Guide. The text of the IS/EA has been revised to reflect that fact.

***Response to Comment A8-3***

Comment noted.

***Response to Comment A8-4***

Please see the responses to Comments A8-1 and A8-2 above.

***Response to Comment A8-5***

Comment noted. As required by CEQA, a Mitigation Monitoring and Reporting Program (MMRP) will be adopted should the project be approved by the City. The MMRP will identify the mitigation measures that are a condition of project approval and the parties responsible for monitoring the mitigation measures to ensure that they are implemented.

Comment Letter A9

STATE OF CALIFORNIA-THE RESOURCES AGENCY

GRAY DAVIS, *Governor*

**DEPARTMENT OF FISH AND GAME**

South Coast Region  
4949 Viewridge Avenue  
San Diego, California 92123  
(858) 467-4201  
FAX (858) 467-4235



July 30, 2001

Ronald Kosinski   
Chief, Office of Environmental Planning  
Department of Transportation  
District 7, 120 South Spring Street  
Los Angeles, California 90012-3606

Dear Mr. Kosinski:

**Comments on the Initial Study/Environment Assessment for  
the Rice Avenue/US 101 Interchange Project, City of Oxnard, Ventura County  
(SCH #2001061129)**

The Department of Fish and Game (Department) appreciates the opportunity to comment on the Initial Study/Environmental Assessment (IS/EA) for the above-referenced project relative to impacts to biological resources. The City of Oxnard, in cooperation with the California Department of Transportation (CalTrans), proposes to reconstruct and widen the existing Rice Avenue overcrossing from two to six lanes, reconfigure the existing US 101 on- and off-ramps, and realign Ventura Boulevard. The purpose of the project is to increase current and future traffic capacity in the City of Oxnard and the project study area. Construction is scheduled to begin in 2002 and continue for approximately 2 ½ years.

The following statements and comments have been prepared pursuant to the Department's authority as a Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines Section 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines Section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code Section 2050 *et seq.*) and Fish and Game Code Section 1600 *et seq.*

**Biological Resources**

The IS/EA identifies rows of large, mature eucalyptus trees within the project area that can provide nesting habitat for red-shouldered, red-tailed, and Cooper's hawks, and a variety of other native bird species. Approximately 273 of these trees would be removed as a result of

Ronald Kosinski  
July 30, 2001  
Page 2

project construction. To minimize and mitigate potential adverse effects to nesting birds, the project proposes to; 1) remove trees between September 1 and February 28 to avoid the breeding bird season; 2) conduct surveys by a qualified ornithologist during the bird breeding season not more than two days prior to construction activities, flag any identified nests, and provide a minimum 100-foot off-limits buffer between active nests and the construction zone; and 3) if construction within buffer zones cannot be avoided, obtain permits from the US Fish and Wildlife Service authorizing "take" under the Migratory Bird Treaty Act.

The Migratory Bird Treaty Act (MBTA) of 1918 (50 CFR 10.13) prohibits take of birds, nests, or eggs for all migratory non-game native bird species. The Department is unaware of federal permitting that would authorize take of native birds or their active nests pursuant to MBTA. Additionally, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests. It is therefore necessary that the project avoid direct take of native birds and their nests. To help ensure take avoidance, the Department recommends the following changes to the proposed mitigation measures:

- Schedule tree removal activities outside of the breeding bird season, generally from March 1 through August 31 (but as early as February 1 for raptors).
- Beginning 30 days prior to disturbance of suitable nesting habitat, a qualified ornithologist should conduct weekly surveys in the affected habitat, with the last survey conducted not more than two days prior to the initiation of tree removal/habitat clearance.
- If breeding birds are encountered, a minimum 500-foot buffer for raptors and 300-foot buffer for all other native species should be established as off-limits for construction until the young have fledged and there is no evidence of a second nesting attempt. Limits of construction in the field to maintain the proper buffer distances are best accomplished, when feasible, with construction fencing; otherwise, flagging and stakes can be used.
- Construction personnel should be instructed on the sensitivity of the area.
- Documentation of compliance with applicable State and Federal laws pertaining to the protection of native birds should be completed and submitted to the Department upon project completion.

A9-1

We believe that these measures, when incorporated into project specifications, are most likely to ensure your compliance with applicable laws to avoid take of native nesting birds during project implementation.

Ronald Kosinski  
July 30, 2001  
Page 3

Thank you for this opportunity to provide comments. Questions regarding this letter and further coordination on these issues should be directed to Ms. Trudy Ingram at (805) 640-9897.

Sincerely,



C. F. Raysbrook  
Regional Manager

cc: Department of Fish and Game  
Morgan Wehtje, Camarillo  
Trudy Ingram, Ojai  
Cynthia Daniels, City of Oxnard  
State Clearinghouse, Sacramento

TDickerson:td/sl  
File:Chron  
*file:staff\tdickerson\comments on IS\_EA.RiceAve-101*

***Response to Comment A9-1***

Comment noted. The mitigation measures in the IS/EA have been revised to incorporate the changes proposed by the California Department of Fish and Game to ensure impacts to migratory birds are minimized.

Comment Letter A10



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse



Steve Nissen  
DIRECTOR

July 31, 2001

Cynthia Daniels  
City of Oxnard  
305 West Third Street, 3rd Floor  
East Wing  
Oxnard, CA 93030

Subject: Rice Avenue/U.S. 101 Interchange Improvement Project  
SCH#: 2001061129

Dear Cynthia Daniels:

The State Clearinghouse submitted the above named Joint Document to selected state agencies for review. The review period closed on July 30, 2001, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Terry Roberts  
Senior Planner, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
916-445-0613 FAX 916-323-3018 WWW.OPR.CA.GOV/CLEARINGHOUSE.HTML



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2001061129  
**Project Title** Rice Avenue/U.S. 101 Interchange Improvement Project  
**Lead Agency** Oxnard, City of

**Type** JD Joint Document  
**Description** The City of Oxnard in cooperation with California Department of Transportation (Caltrans) are proposing to improve the Rice Avenue/U.S. 101 Interchange. Proposed improvements include reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on- and off-ramps, and the realignment of Ventura Boulevard.

**Lead Agency Contact**

**Name** Cynthia Daniels  
**Agency** City of Oxnard  
**Phone** 805-385-7871 **Fax**  
**email**  
**Address** 305 West Third Street, 3rd Floor  
 East Wing  
**City** Oxnard **State** CA **Zip** 93030

**Project Location**

**County** Ventura  
**City** Oxnard  
**Region**  
**Cross Streets** Rice Avenue, Santa Clara Avenue, U.S. 101  
**Parcel No.**  
**Township** **Range** **Section** **Base**

**Proximity to:**

**Highways** U.S. 101  
**Airports** Camarillo  
**Railways** Metrolink, Union Pacific  
**Waterways** Revolon Slough  
**Schools**  
**Land Use** Existing land uses include transportation facilities (U.S. 101, Rice Avenue, Santa Clara Avenue, etc) commercial (retail and office), mobile homes, single-family residences, and farmland. The zoning and general plan designate the area for residential, community commercial, general commercial, business & research park, light industrial, and agricultural uses.

**Project Issues** Aesthetic/Visual; Agricultural Land; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Schools/Universities; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Air Quality

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

**Date Received** 06/29/2001 **Start of Review** 06/29/2001 **End of Review** 07/30/2001

Note: Blanks in data fields result from insufficient information provided by lead agency.

***Response to Comment Letter A10***

The letter from the State Clearinghouse simply acknowledges that the IS/EA was received by the Clearinghouse, was distributed to selected state agencies for review, and that the public review period closes on July 30, 2001. No response is required.

Board of Directors  
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Comment Letter A11

**UNITED WATER CONSERVATION DISTRICT**

"Conserving Water Since 1927"

August 3, 2001

Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Office of Environmental Planning  
120 S. Spring St.  
Los Angeles, CA 90012  
Attn: Aaron P. Burton

Subject: U.S. Hwy. 101/Rice Ave. Interchange Project – EA No. 003430

Dear Mr. Kosinski:

Thank you for the opportunity to review subject project's Initial Study/Environmental Assessment document. We wish to call to your attention one item that will need addressing prior to project approval.

There is an abandoned well within the project boundaries, which is located within the southeasterly island of the existing interchange features. This well could become a pathway for contamination into the aquifer systems, if not properly destroyed as an initial item of construction.

State well number 2N/22W-25N02 was drilled in 1949 to a total depth of 250 feet and was perforated between the 118 and 222 ft. depths. It was apparently not destroyed during earlier land acquisitions and construction projects for the present features, and was utilized as a monitoring well for many years by this agency as well as the Ventura County Water Resources Department. It has however, not been utilized in this capacity for at least ten years.

Please coordinate the proper destruction of this well in accordance with the requirements of the Ventura County Water Resources Department. Please feel free to contact myself or Peter Dal Pozzo at our Santa Paula offices should you need additional information.

Very truly yours,

John M. Dickenson,  
Engineering Department Manager

JD\GD01A\Rice101ceqa  
File: Calif. Department of Transportation

A11-1

***Response to Comment A11-1***

Comment noted. The abandoned water well will be properly destroyed in accordance with the requirements of the Ventura County Water Resources Department and the permit requirements of the Ventura County Engineering Services Department (see Comment A5-4).



**OVERVIEW and OUTLINE of the  
FEDERAL GENERAL CONFORMITY RULE**

This rule was published in the Federal Register on November 30, 1993, and became effective on January 31, 1994.\* The purpose of the rule is to implement a portion of the Federal Clean Air Act Amendments of 1990, section 176(c): a Federal action must not adversely affect the timely attainment and maintenance of national air quality standards or emission reduction progress plans, cause or contribute to any new violations of an air quality standard, increase the frequency or severity of any existing violation, or delay the "timely attainment" of any standard or required interim emission reductions or milestones in any applicable area.

The rule covers emissions that result from a Federal action, are reasonably foreseeable, and can practicably be controlled by the Federal agency through its continuing program responsibility. \*\* All emissions related to the Federal action must be considered in the conformity analysis and determination, including direct emissions (such as those produced by aircraft or stationary sources such as factories), and indirect emissions, such as those produced by vehicles traveling to and from a facility.

The rule applies to Federal actions, including projects, approvals and funding, except:

- (1) Those actions covered by the Federal transportation conformity rule;
- (2) Actions with associated emissions below specified "de minimis" levels; and
- (3) Certain other actions which are exempt or presumed to conform (a list is included).

The conformity determination examines the impacts of all project emissions that are "reasonably foreseeable" to result from the Federal action, including any emissions that would not otherwise have occurred. The rule provides several options to satisfy air quality criteria, and also requires that the Federal action comply with any applicable SIP requirements and emission assumptions and/or milestones. Where a Federal agency has delegated its responsibility to take certain actions to a State or local agency, the action is considered to be a Federal action and the state must make a conformity determination on the Federal agency's behalf. (For example: community development "block" grants provided under Federal Housing and Urban Development (HUD) programs.)

Before an action is taken, the responsible Federal agency must make a determination that any actions covered by the rule are in conformity with the applicable State air quality implementation plan, budgets and emissions milestones. If no SIP has been approved by EPA after 1990, then the applicable baseline threshold is to be used. Mitigation measures that are identified as being needed in order for an agency to make a positive conformity determination must be committed to in writing before a determination is completed.

Federal agencies are required to notify the public that they are in the process of making a conformity determination, and must make such determinations available for public review. Notices of draft and final conformity determinations must be provided to air quality regulatory agencies and to the general public by publication in a local newspaper. Once a Federal agency has completed a conformity determination for a particular activity at a certain site, it will not expire for five years. However, if the project or activity changes so that the amount of emissions produced significantly exceeds the projections on which a conformity finding was based, the action must be re-analyzed to determine whether it is still in conformity with the rule.

The rule requires States to revise their State Implementation Plans (SIPs) to incorporate the rule, and to submit them to EPA by November 30, 1994. State criteria and procedures must be at least as stringent as the Federal rule. A State's rule may be more stringent, but only if it applies equally to Federal and non-Federal entities, or it covers other issues not addressed by the Federal rule.

\* Source: Federal Register, Vol. 58, No. 228, 40 CFR Parts 6, 51, and 93, "Determining Conformity of General Federal Actions to State or Federal Implementation Plans; Final Rule," November 30, 1993.

\*\* "Federal action means" any activity engaged in by a department, agency or instrumentality of the Federal government, or any activity that a department, agency of the Federal government supports in any way, provides financial assistance for, licenses, permits or approves," with certain exceptions that are listed in the regulation (see attached summary of the Rule).

*-- APPLICABILITY*

The Federal General Conformity rule applies to all areas that have been determined to be non-attainment for Federal health-based air quality standards, and in all air quality maintenance areas. Projects or activities that require a Federal permit, receive direct Federal funding, or are Federal facilities are covered by the rule, including (for example): passenger airports and expansions (requiring FAA approval), portions of marine port expansions, large Federal buildings, the leasing of Federal lands or facilities, and prescribed burning in national forests. Only activities that are under the control of a Federal agency are included in the analysis.

The General conformity rule applies to Federal activities that are not covered by the Transportation conformity rule, with several listed exceptions: stationary sources that require a permit under the New Source Review (NSR) or Prevention of Significant Deterioration (PSD) programs; actions in response to emergencies; research, demonstrations or training; mitigations specifically required by environmental laws; and actions carried out under the "Comprehensive Environmental Response, Compensation and Liability Act" ('SuperFund'). Other than the listed exemptions and presumptions of conformity, the rule applies to activities whose projected emissions would either exceed the applicable "de minimis" thresholds or fail to meet several other tests (see outline).

The rule covers all "direct" and "indirect" emissions that are "reasonably foreseeable" to result from a Federal action. "Direct" emissions are emissions of a criteria pollutant or its precursors that are caused or initiated by the Federal action and occur at the same time and place as the action. "Indirect" emissions mean those emissions of a criteria pollutant or its precursors that (1) could not occur without the Federal action, but may occur later in time and/or may be farther removed in distance from the action itself but are still "reasonably foreseeable," and (2) emissions which the Federal agency can practicably control and will maintain control due to continuing program responsibility. The term "indirect emissions" also refers to emissions from vehicles traveling to and from a facility (such as a passenger airport) -- these must also be included in the analysis. "Reasonably foreseeable" emissions are projected future emissions that can be identified at the time the conformity determination is made. If the total reasonably foreseeable emissions are projected to be lower than the "de minimis" thresholds, the activity is "in conformity."

The rule's minimum thresholds for ozone (that form from volatile organic compounds -- VOCs -- or nitrogen oxides -- NOx) and particulates (PM-10) vary according to the air quality classification of the attainment area. Thresholds are consistent for carbon monoxide, sulfur dioxide or nitrogen dioxide, and lead in all non-attainment areas. These thresholds determine the types and sizes of projects that will "trigger" a conformity analysis and the need for a conformity determination. If the total direct and indirect emissions from a Federal activity are projected to equal or exceed the "de minimis" thresholds, and it is not an exempt activity, then that agency must conduct an air quality conformity analysis. For example, a relatively small project that would be subject to General Conformity in the South Coast (Los Angeles) (with a 10 ton/year threshold for ozone) may not be subject to the rule in Sacramento (with a threshold of 50 tons/year). If the activity significantly changes or increases at a later date, a new conformity analysis would then be needed.

The rule lists activities that are presumed to result in insignificant emissions and that would fall below the thresholds, including: procedural and administrative activities; routine maintenance and repair; the movement of materiel, personnel and mobile assets; the granting of Federal leases, permits or licenses for activities that will be similar in scope to activities currently being conducted; planning studies; routine operations; transfers of ownership; banking actions; initial Outer Continental Shelf lease sales (generally, though not always); electric power marketing activities; and prescribed burning (if it is consistent with a conforming land management plan). (*Section 51.853*)

**FEDERAL GENERAL CONFORMITY RULE  
OUTLINE OF CONTENTS**

**Section 93.150 -- Prohibition**

- a) Federal actions must conform to applicable SIPs, including existing SIP requirements.
- b) A conformity determination must be made before an applicable Federal action is taken.
- c) A conformity determination is not needed if:
  - 1) A NEPA analysis was completed prior to January 31, 1994; *-or-*
  - 2) i) Prior to January 31, 1994, an environmental assessment was commenced or a contract awarded to develop the environmental analysis; *and*  
ii) Sufficient environmental analysis is completed by March 15, 1994, to allow the Federal agency to determine whether the action is in conformity with this rule; and  
iii) A written determination of conformity has been made by the Federal agency responsible for the Federal action by March 15, 1994 ("*grandfather clause*")
- d) Compliance with this rule does not exempt Federal agencies from other requirements of the applicable SIP, NEPA, or the FCAA.

**Section 93.151-- State implementation plan (SIP) revision**

- a) States must submit a SIP revision to EPA by November 30, 1994 incorporating this rule.
- b) The Federal rule applies until the SIP revision is submitted and has been approved by EPA. A State's conformity provisions must be *at least* as stringent as the Federal rule. A State may only establish more stringent conformity criteria and procedures only if they apply equally to non-Federal as well as Federal entities (or are not covered by Part 93 of the rule).

**Section 93.152 - Definitions**

Certain terms used in the rule are defined. Any terms that are used but not defined in the rule "shall have the meaning given them by the FCAA and EPA's regulations, in that order of priority."

**Section 93.153 - Applicability**

- a) Transportation plans, programs and projects subject to the Federal Transportation Conformity Rule are not covered by the Federal General Conformity rule.
- b), 1&2) "De minimis" thresholds are listed for ozone (from VOCs and NOx), carbon monoxide, sulfur and nitrogen dioxide, particulates and lead, for both nonattainment areas (moderate, serious, severe and extreme) and maintenance areas.
- c) The requirements of the rule do not apply to certain actions:
  - 1) emissions from the Federal action are below the "de minimis" threshold levels.
  - 2) actions which would result in no emissions increase or an increase in emissions that is clearly below the de minimis thresholds:
    - judicial, legislative and administrative proceedings; planning studies
    - continuing and recurring activities, if they are similar in scope and operation to those currently being conducted
    - routine maintenance and repairs
    - civil and criminal enforcement activities
    - the routine, recurring transportation of materiel and personnel
    - maintenance dredging and debris disposal if disposal will be at an approved disposal site and all necessary permits are obtained
    - actions at existing structures, properties and facilities where future activities will be similar in scope and operation to activities currently being conducted at the sites (several examples are provided)
    - the granting of licenses, permits and easements where activities will be similar in scope and operation to activities currently being conducted
    - routine operation of facilities, mobile assets and equipment
    - transfers of ownership, interests and titles in land, facilities and real and personal properties (including military bases but not necessarily their reuse)

- actions associated with transfers of land, facilities, title and real properties through an enforceable contract or least agreement and where the Federal agency does not retain continuing authority over those properties
  - the designation of empowerment zones, enterprise communities, or viticultural areas
  - actions by Federal banking agencies or the Federal Reserve Bank
  - many initial outer continental shelf lease sales which are made on a broad scale
  - electric power marketing activities involving the acquisition, sale and transmission of electricity
  - actions which implement a decision to conduct or carry out a conforming program such as prescribed burning actions which are consistent with a conforming land management plan
- d) Exempt actions:
- 1) new or modified stationary sources that require a permit under the new source review (NSR) or the prevention of significant deterioration (PSD) programs.
  - 2) immediate actions in response to emergencies or natural disasters such as hurricanes, earthquakes, etc.
  - 3) research, investigations, studies, demonstrations or training where no environmental detriment is incurred
  - 4) alteration and additions of existing structures as specifically required by new or existing applicable environmental legislation or environmental regulations (e.g., hush houses for aircraft engines or scrubbers for air emissions)
  - 5) direct emissions from remedial and removal actions carried out under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA - "Super Fund") and associated regulations.
- e) Federal actions that are part of a continuing response to an emergency or disaster more than 6 months following the emergency are exempt (if the requirements that are listed are satisfied).
- f) Actions specified by Federal agencies that have already met the criteria and procedures of the rule on a program-wide level are exempt (unless they would exceed the de minimis thresholds)
- g) To establish activities that are presumed to conform on a program-wide level, a Federal agency must meet the following requirements --
- 1) clearly demonstrate that the total emissions from the type of activities which would be presumed to conform would be consistent with the rule (per 176(c)(1); - or -
  - 2) provide documentation that the emissions from such future actions would be below the emission rates for a conformity determination based on similar actions taken over recent years.
- h) The Federal Agency must also comply with the following additional requirements to presume that certain activities will conform with the rule:
- 1) publish its list of proposed activities presumed to conform in the *Federal Register* and the basis for the presumptions;
  - 2) notify the appropriate EPA Regional Office, State and local air quality agencies and, where applicable, the MPO, and provide at least 30 days for public comment;
  - 3) document its response to all the comments received and make the comments, response, and final list of activities available to the public upon request; and
  - 4) publish the final list of activities in the *Federal Register*.
- i) When the emissions from a Federal action do not equal or exceed the thresholds but do represent ten percent or more of a nonattainment or maintenance area's total emissions of a pollutant, the action is "regionally significant" and the requirements of this rule apply.
- k) These provisions apply in all nonattainment and maintenance areas.

a) An action subject to this rule may be found to "conform" if the emissions are in compliance with all relevant SIP requirements and consistent with milestones and assumptions contained in the applicable SIP and it meets any of the following requirements for all years that must be analyzed (e.g., the attainment year, the year in which peak emissions are expected to occur, and any SIP budget or milestone years):

(1) For any criteria pollutant, the total emissions from the action are specifically identified and accounted for in the applicable SIP's attainment or maintenance demonstration;

- or -

(2) For ozone or nitrogen dioxide, the emissions from the action are fully offset within the same area through a revision to the applicable SIP or a similarly enforceable measure that creates emissions reductions so that there is no net increase in emissions of that pollutant;

- or -

(3) For particulates, carbon monoxide, lead and sulfur dioxide, the total emissions from the action meet the following (i or ii):

(i) the areawide and local air quality modeling requirements; -or-

(ii) the requirement for local air quality modeling analysis and the requirements in section 5 (below).<sup>1</sup>

- or -

(4) For carbon monoxide or particulates:

Where the State agency (or air district) primarily responsible for the applicable SIP determines that an areawide air quality modeling analysis:

(i) is not needed, the emissions from the action must meet the requirements of paragraph (b) of this section; -or-

(ii) is appropriate and that a local modeling analysis is not needed, the emissions from the action meet the areawide modeling requirements, or meet the requirements of paragraph 5 (below);

- or -

(5) For ozone or nitrogen dioxide and for options 3(ii) and 4(ii) above, the action meets any of the following requirements: (i, ii, iii, iv, or v)

(i) Where EPA has approved a SIP revision after 1990:

(A) and the State air agency determines that the total emissions from the action are within the emissions budgets specified in the applicable SIP; -or-

(B) Where the total emissions from the action will result in a level of emissions would exceed the emissions budget specified in the applicable SIP,<sup>2</sup> and the State makes a written commitment to EPA which includes:

(1) A specific schedule for revising the SIP which would achieve the needed emission reductions prior to the time emissions from the action would occur; and

(2) Identification of specific measures to be incorporated into the SIP to achieve the needed emissions reductions; and

(3) A demonstration that all existing applicable SIP measures are being implemented and that local authority to implement additional measures is being pursued; and

(4) A determination that the responsible Federal agency has required all reasonable mitigation measures associated with their action; and

(5) Written documentation including all air quality analyses supporting the conformity determination.

<sup>1</sup> Paragraph (b) requires that air quality modeling analyses show that the action does not cause or contribute to any new violation or increase the frequency or severity of any existing violation of any standard.

<sup>2</sup> as determined by the State air agency or its designee (such as air districts).

(C) Where the Federal agency makes a conformity determination based on a State commitment to revise its SIP, such commitment is automatically deemed a call for a SIP revision, automatically resulting in EPA "sanctions" if not fulfilled. The revision must be submitted to EPA within 18 months, or sooner if the State commits to do so.

(ii) Actions specifically included in a current transportation plan and transportation improvement program that has been found to conform to the SIP are exempt from the general conformity rule;

(iii) The action fully offsets its emissions within the same area through a revision to the applicable SIP or an equally enforceable measure so that there is no net increase in emissions;

(iv) Where EPA has NOT approved a revision to the relevant SIP since 1990, the total emissions from the proposed Federal action for the future years<sup>3</sup> do not increase emissions with respect to the baseline emissions:<sup>4</sup>

(A) Baseline emissions reflect the historic activity levels that occurred in the geographic area affected by the proposed Federal action during:

(1) Calendar year 1990; *-or-*

(2) The calendar year that is the basis for the classification (if a classification is promulgated in 40 CFR part 81); *-or-*

(3) The year of the baseline inventory in the PM-10 applicable SIP.

(B) The baseline emissions are the total of direct and indirect emissions calculated for the future years using the historic activity levels and appropriate emission factors for the future years;

*-or-*

(v) Where regional water and/or waste water projects are sized to meet only the needs of population projections that are in the applicable SIP.<sup>5</sup>

(b) Areawide and/or local air quality modeling analyses must:

(1) Meet the requirements of section 93.159 (below); *and*

(2) Show that the action does not:

(i) Cause or contribute to any new violation of any standard in any area; or

(ii) Increase the frequency or severity of any existing violation of any standard in any area.

(c) An action subject to this subpart may not be determined to be in conformity unless the total of direct and indirect emissions from the action is in compliance or consistent with all relevant requirements and milestones contained in the applicable SIP, such as: elements identified as part of the reasonable further progress schedules, assumptions specified in the attainment or maintenance demonstration, prohibitions, numerical emission limits, and work practice requirements.

(d) Any analyses required under this section must be completed, and any mitigation requirements necessary for a finding of conformity must be identified, before the final determination of conformity is made by the Federal agency.

<sup>3</sup> Section 93.159(d) describes the emission scenarios expected to occur under each of the following cases: (1) The Attainment year or, if applicable, the farthest year for which emissions are projected in the maintenance plan; (2) The year during which the total emissions from the action are expected to be the greatest on an annual basis; AND (3) any year for which the applicable SIP specifies an emissions budget.

<sup>4</sup> Many areas in California do not currently have SIPs approved by EPA after 1990; therefore this portion of the rule applies in analyzing and determining the conformity of proposed Federal activities in those areas.

<sup>5</sup> This requirement is primarily "triggered" by the use of direct Federal funding for facilities expansion projects.

**Section 93.159 - Procedures for conformity determinations of general Federal actions**

- (a) (1) Analyses required by the rule must be based on the latest planning assumptions derived from estimates of population, employment, travel and congestion most recently approved by the Metropolitan Planning Organization (MPO) or other authorized agency.  
(2) Any revisions to the estimates used as part of a conformity determination must be approved by the MPO (or other authorized agency).
- (b) Emissions analyses must be based on the latest and most accurate emission estimation techniques available (unless they are inappropriate and EPA gives permission to use other techniques). Air quality modeling analyses must be based on applicable air quality models, data bases and other requirements.  
(1) For motor vehicle emissions, the most current version of the motor vehicle emissions model specified by EPA in that State must be used for the conformity analysis (e.g., the latest approved version of EMFAC in California).  
(2) For stationary and area sources, the emission factors specified in EPA's "Compilation of Air Pollutant Emission Factors (AP-42)" must be used unless more accurate data are available.
- (c) Air quality modeling analyses must be based on the applicable air quality models, data bases, and other requirements specified in the most recent version of EPA's "Guidelines on Air Quality Models" (unless the EPA Regional Administrator gives written approval for modifications or substitutions).
- (d) The air quality modeling analysis must include emissions expected to occur under each of the following scenarios:  
(1) The Act-mandated attainment year (in a nonattainment area), or the farthest year for which emissions are projected in the maintenance plan (for a maintenance area);  
(2) The year during which the total emissions are expected to be the greatest on an annual basis;and  
(3) any year for which the applicable SIP specifies an emissions budget.

**Section 93.160 - Mitigation of air quality impacts.**

- (a) Measures that are intended to mitigate air quality impacts from the Federal action must be identified and the process for implementation and enforcement must be described, including an implementation schedule containing explicit timelines.
- (b) Prior to determining that a Federal action is in conformity, the agency making the conformity determination must obtain written commitments from the appropriate persons or agencies to implement any mitigation measures which are identified as conditions for making conformity determinations.
- (c) Persons or agencies voluntarily committing to mitigation measures to facilitate positive conformity determinations must comply with the obligations of such commitments.
- (d) In instances where the Federal agency is licensing, permitting or otherwise approving the action of another governmental or private entity, approval by the Federal agency must be conditioned on the other entity meeting the mitigation measures set forth in the conformity determination.
- (e) When necessary because of changed circumstances, mitigation measures may be modified so long as the new mitigation measures continue to support the conformity determination. Any proposed change in the measures is subject to the reporting requirements of this rule.
- (f) The State implementation plan revision to incorporate this rule shall provide that written commitments to mitigation measures must be obtained prior to a positive conformity determination and that such commitments must be fulfilled.
- (g) After a State revises its SIP to adopt its general conformity rules and EPA approves that SIP revision, any agreements, including mitigation measures that are necessary for a conformity determination will be enforceable by any party. Commitments to implement measures to mitigate emissions associated with a Federal action so that a conformity determination can be made may be enforced through the applicable SIP.

***Response to Comment A12-1***

The comment that the Ventura County Air Pollution Control District concurs with the findings of the IS/EA that no significant air quality impacts are expected to result from the project is noted for the record.

***Response to Comment A12-2***

The proposed project is identified in the federally approved 2000/01 – 2005/06 RTIP prepared by the Southern California Association of Governments (SCAG), which is in accordance with all applicable State Implementation Plans for the region and is consistent with SCAG's 2001 Regional Transportation Plan. Additionally, the proposed project would not produce new air quality violations or worsen existing violations (the reader is referred to the Draft Air Quality Report prepared in support of the IS/EA for a detailed discussion of conformity issues). Therefore, the proposed project conforms with federal Clean Air Act requirements.

Comment Letter B1

**BRAITMAN**  
**& ASSOCIATES**

August 13, 2001

Cynthia Daniels, A.I.C.P.  
Senior Project Coordinator  
Transportation Planning Program  
City of Oxnard  
305 West 3<sup>rd</sup> Street  
Oxnard, CA 93030

**Rice Avenue / US 101 Interchange Project**

Dear Cynthia:

I am writing this letter on behalf of the owners of Valley Trailer Villa mobile home park, which is located in the northwest quadrant of the proposed intersection project. We have several specific comments regarding the project as described in the Initial Study/Environmental Assessment (June 28, 2001).

We appreciate the City's interest in discussing the interchange with affected property owners early enough in the process so that design changes or other modifications can be instituted before construction begins.

Proposed Sound Wall

As depicted in Figure 7 (pg. 49) a sound wall would be built on top of a retaining wall proposed between Ventura Boulevard and the realigned northbound onramp. It would extend for 820 feet westerly of the cul-de-sac on Ventura Boulevard and have a maximum height of 14 feet.

We are opposed to the construction of this barrier as described because of its interference with the existing and planned commercial and/or light industrial use of the property immediately north of the proposed sound barrier.

- Existing trailer sales business -- Located between Ventura Boulevard and the Valley Trailer Villa is an existing mobile home sales facility. It is vitally dependent on visual access from the freeway for successful marketing. Construction of the proposed sound barrier will create a significant visual impairment at this location.

B1-1

8277 CHESHIRE STREET • VENTURA CA 93004 • (805) 647-7612 • FAX (805) 647-7647 • braitman1@everdream.com

Cynthia Daniels, A.I.C.P.  
August 13, 2001  
Page 2 of 3

- Ultimate Use of Valley Trailer Villa – Although there is an existing residential use, the City General Plan designation for this property, as shown on Figure 4 (pg. 20) is Light Industrial. Based on the City's adopted plan, the existing mobile home park is an interim land use.

It is questionable that funds be used to construct a sound and visual barrier that is temporary in nature and that is inconsistent with the City's plans for the area.

The future non-residential use of this property in a manner that is successful for both the property owner and the City is dependent to a large degree upon visibility and therefore we are firmly opposed to construction of the sound wall as planned.

- Negligible Noise Impact – The planned interchange improvements will have a negligible impact on existing peak hour noise levels at the Valley Trailer Villa.

Table 9 (page 48) identifies "Existing and Future Predicted Noise Levels" for seven receiver sites at the mobile home park. There would be, at most, a 2-decibel increase due to the interchange project, which is an insignificant impact. In some cases the interchange project will reduce existing decibel levels, without the planned noise barrier.

Removal of Noise Barrier - If the noise barrier must be constructed as described on page 51, it is requested that the project description include removal of the wall when the Valley Trailer Villa land use changes from residential to non-residential. The project should include removing the sound wall without delay and at no cost to the affected property owners.

Alternative to Sound Barrier as Proposed - The Initial Study/Environmental Assessment should evaluate two alternatives to constructing a sound wall along the northbound on-ramp.

- First, do not construct the noise barrier at all.

Is there a legal requirement to construct the proposed noise barrier, especially if the proposed project has such a negligible impact on existing ambient noise levels? Do City, State and Federal agencies have discretion as to whether or not to construct this mitigation? Under what circumstances can construction of the proposed noise or sound barrier be avoided?

During the discussion last Friday questions were raised as to the discretion of the City and other funding agencies. It is requested that the City or its consultants research this issue and provide a response as to the City Council's authority to implement the project without the proposed sound wall.

B1-1  
cont'd

B1-2

B1-3

Cynthia Daniels, A.I.C.P.  
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- Second, relocate the noise barrier to be between the mobile home sales facility and the mobile home park. This would achieve the proposed benefits of noise attenuation for the residential uses and would be less costly since it would be much shorter in length.

This option assumes that the sound wall is required at all, which may be questionable given the small noise impacts resulting from the interchange project.

B1-3  
cont'd

It is requested that the environmental document and engineering information evaluate these two alternative to the proposed noise barrier.

Ventura Boulevard Cul-de-sac / Construction of "A" Street

Placing a cul-de-sac on Ventura Boulevard prevents vehicles from exiting to the east and creates a long dead-end road.

Ventura Boulevard from Paseo Mercado to the mobile home park is approximately 2,000 feet in length. Having this road as the only means of access and egress raises significant questions of public safety, fire protection, evacuation or other emergency services for the mobile home park and other properties served by this roadway.

B1-4

It is requested that the Initial Study / Environmental Assessment document existing public safety standards with regard to lengths of dead-end roads and that the analysis evaluate the benefits of constructing "A" Street in conjunction with the interchange project.

Thank you for your attention to these matters.

Sincerely,



BOB BRAITMAN

cc: Tom Herman, Valley Trailer Villa  
Ron Kosinsky, Deputy District 7 Director, CalTrans  
Michael G. Ritchie, Division Administrator, FHA

***Response to Comment B1-1***

In accordance with Caltrans procedures, prior to construction the City will conduct a survey of the owners of properties affected by potential noise increases due to the proposed interchange improvements. If 50 percent or more of the affected owners (note: in the case of rental or leased property, the owner's opinion is considered superior to that of the residents) are opposed to the noise barrier, noise abatement would not be provided adjacent to the affected property.

***Response to Comment B1-2***

If the noise barrier is constructed and the land use subsequently changes from residential to non-residential, the noise barrier may be removed at the owner's expense and is subject to the approval of Caltrans for any barrier on Caltrans right of way.

***Response to Comment B1-3***

Please see the response to Comment B1-1. Alternative locations for the noise barrier will be investigated if requested by 50 percent or more of the affected property owners.

***Response to Comment B1-4***

The City has reviewed the proposed design and found that it meets all City standards and requirements with regards to public safety and access for emergency service vehicles. Access to the area is available through Paseo Mercado and Ventura Boulevard

The construction of "A" Street is not part of the proposed project. The City's policy for local streets, such as "A" Street, requires that the street would be built at the time adjacent property develops. The *Rose-Santa Clara Corridor Specific Plan* (adopted on July 15, 1986) identifies "A" Street on the ultimate vehicular circulation system. The *Rose-Santa Clara Corridor Specific Plan* states, "Ventura Boulevard will become a cul-de-sac immediately west of Santa Clara Avenue at such time as the ultimate freeway interchange is built. In order to reduce the length of the cul-de-sac and minimize the impact to properties located near Santa Clara Avenue, a new collector street will be built through planning areas 3 and 8. This street will be constructed by the owners of these parcels at the time these parcels are developed."

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CALIFORNIA RURAL LEGAL ASSISTANCE

August 17, 2001

Mr. Ron Kosinski, Chief
Caltrans Office of Environmental Planning
120 South Spring Street
Los Angeles, CA 90012-3606

Re: Rice Avenue/U.S. 101 Interchange Improvement Project

Dear Sir:

Please be advised that this office represents the majority of the residents of Owl Mobile Home Park: Jose Luis Valdovinos, Juan Galvan et al. In addition, we represent other members of the low income community in Ventura County who are increasingly concerned with the shortage of available housing for very low income residents.

We have reviewed the Initial Study/Environmental Assessment, as well as the Draft Relocation Impact Report and the proposed Negative Declaration which have been prepared for the project referenced above. Unless more effective mitigation measures are adopted, my clients object to a finding that the proposed action will not have a significant impact on the environment. The specific findings in the Negative Declaration with which we most disagree are: (5) that there will be no significant impact on land use; (7) that neighborhoods will not be significantly impacted by the project and (9) that the proposed mitigation will reduce displacement impact to a "less than significant" level. We believe that the factual basis set out in these documents themselves contradict that conclusion.

B2-1

This project will increase the already desperate shortage of affordable housing in Oxnard by removing from the market 18 units now available to extremely low income residents and putting those 18 families in competition with other low income residents in their search for replacement housing. It will also disproportionately affect low income and minority residents, thereby raising questions of environmental justice and fair housing.

B2-2

B3-3

First, the Draft Relocation Impact Report, Section 5.2 (beginning on page 23 of that report) clearly shows that the residents of the Owl Mobile Home park will not be able to move their mobile homes to spaces within the city. The reasons include:

B2-4

- 1. There is a less than 1% vacancy rate for mobile home spaces in the City of Oxnard, making it highly unlikely that all (if any) of these residents could locate an available space within the city of Oxnard.

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2. The Owl Mobile Home Park has the second lowest average rent of any park in the City, so that even if spaces were available elsewhere the residents would not be able to afford the space rent.
3. The mobile homes at issue are older units, with permanent physical additions and would suffer substantial and permanent damage if moved.
4. Even if spaces were available in other mobile home parks, many parks have restrictions which would make those spaces unavailable to the current occupants of the Owl Mobile Home Park.

B2-4

Other considerations, important to my clients but not set out in the relocation plan, are acknowledged in the *Initial Study/Environmental Assessment*. Section 6.7 (page 60) describes this park as an “established cohesive community” in which “residents have come to rely on neighbors or have otherwise formed relationships within the park.” This degree of cohesion, stated as “likely” in the assessment, was certainly demonstrated at the public hearing. Resident after resident described systems of mutual reliance and support within the park and their feelings of safety and security in their environment.

B2-5

The *Initial Study/Environmental Assessment* further acknowledges on page 21 that the *City of Oxnard 2020 General Plan* seeks to “provide a variety of housing types throughout the City” and, on page 59 that the City of Oxnard Municipal Code includes provisions for the preservation of Mobile Home Parks. The assessment does not discuss the probable reasons for this policy, however, and nowhere acknowledges the significant contribution of mobile home parks in providing home ownership opportunities for all economic segments of the community. No other type of home ownership is reasonably available to very low income residents in the City of Oxnard or in Ventura County without deep subsidy. An owner of a mobile home, while still a “tenant” when that home is located on a rented space within a mobile home park, enjoys a number of the benefits inherent in conventional home ownership. He owns and controls his own unit and doesn’t share common walls and ceilings. Because California’s Mobile Home Residency Law gives him significantly more protection against arbitrary eviction and the City of Oxnard’s rent control ordinance protects him against excessive and arbitrary rent increases for his space, he has a degree of stability and security which is unavailable to other types of tenants.

B2-6

Given the factual analysis discussed above, many of the answers given on the “Environmental Significance Checklist”, starting on page 35 of the *Initial Study/Environmental Assessment*, are indefensible.

**Question 31: “Will the proposal (directly or indirectly)... be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?”**

B2-7

The answer given is “No”. In the discussion of this question, section 6.15 beginning on page 56,

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the document indicates that acquisition of residential areas conflict with the General Plan Land Use Map, but are consistent with the circulation element. It does not discuss the City of Oxnard's Housing Element at all or make reference here to the Oxnard City requirements for the closure of mobile home parks.

Indeed, reference to Oxnard's Housing Element, adopted in December of 2000, shows substantial inconsistency. Starting at the "Housing Needs Assessment" section on page II-29 of the housing element, it is seen that very low income households can probably not afford to purchase a conventional home anywhere in Oxnard and, moreover, can probably not rent an adequately sized apartment without either a rent overpayment or overcrowding. The Del Norte area (in which the Owl Mobile Home Park is located) is stated to be one of three residential areas which contain the highest concentration of low income households. (p II-11). Of those three areas, however, Del Norte has significantly fewer overcrowded units (see map on II-32) possibly because it also has the highest proportion of mobile homes (see chart 21 on II-22).

Discussing programs designed to achieve housing affordability, the Housing Element states, on page III-12, that mobile home parks provide a significant source of affordable housing for lower-income persons and make a significant contribution toward providing a variety of housing choices. Accordingly, with the Goal of expanding and protecting housing opportunities for lower-income households and special needs groups, the city adopted Policy 3.6: 'Support the conservation of mobile home parks ...'(See page V-9). The city also adopted Housing Program 14a. (See pages V-17 and V-22) to preserve existing mobile home parks. (Hence the Oxnard city ordinance referred to but unexplained in the *Initial Study/Environmental Assessment*.) Unfortunately, chart 20 on page II-22 indicates that in the period between 1990 and 2000, the number of mobile home spaces in the City of Oxnard declined by 10%.

Additionally, while the relocation plan suggests that the residents of the Owl Mobile Home Park and other residents displaced by public actions would be given a preference in affordable housing projects, it does not address the fact that the city is already far behind in meeting its affordable housing needs. See chart 57 on page V-5 which indicates that of the 1,719 affordable units which were targeted between 1995 and 2000, 369 were actually built. The many families already desperately seeking affordable housing in Ventura County do not need the additional competition of 18 newly homeless families.

**Questions 34 and 36 "Will the proposal (directly or indirectly)...affect lifestyles or neighborhood character and stability... [or] divide and disrupt an established community?"**

The answer suggested is "Yes" before mitigation, but not significant after mitigation (although no mitigation is discussed in this section which begins on page 60 of the *IS/EA*).

It is admitted that, "The full acquisition of the Owl Mobile Home Park would adversely affect an established community by permanently displacing all of the residents from the park," and further suggested that "a more likely relocation scenario is one that would result in residents being disbursed

B2-7  
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B2-8

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throughout the city.” In fact, given the factors set out in the *Draft Relocation Impact Report* and without further mitigation, the most likely relocation scenario is one that would result in residents being disbursed throughout Ventura County, if not further. The only way in which these families would be able to remain in Oxnard, if another site for a replacement park is not provided, would be for them to give up ownership of their homes and return to apartment tenancy in a market which is already drastically short of affordable units. Accordingly, the members of this “established and cohesive community” will either sacrifice the level of economic security which they have managed to attain or find themselves removed from the jobs, schools, religious institutions, family and friends which are currently located within the city of Oxnard.

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B2-8  
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No mitigation for this loss is suggested within the document, other than the apparent suggestion that “over the long term” families would establish new ties. In other words, *they'll just have to get over it!* Ironically, one method suggested to help in that process is participation in the very types of community settings which are being disrupted, “religious institutions, schools and social and recreational groups.”

**Questions 35: “Will the proposal (directly or indirectly)...affect minority... or other special interest groups?”**

The suggested answer to this question is, again, yes but insignificant after mitigation.

The *IS/EA*, section 6.18 beginning on page 61, admits that the project would disproportionately affect the minority and low income residents who live in the project area. It bases this conclusion on statistics relative to the two census tracts affected by the project, but does not further analyze the demographics of the people living at the Owl Mobile Home Park, although those persons are clearly the individuals most adversely affected. In fact, 17 of the 18 homes in the Park are owned and occupied by members of racial and /or ethnic minorities. The remaining resident is elderly and handicapped. All residents qualify as “very low income” as defined in the Oxnard housing element and at least 50% of them have incomes below the federal poverty line.

B2-9

As discussed above, this project effectively removes these minority and low income families from the City of Oxnard as well as from their current homes. Accordingly, a decision of a governmental agencies which has this effect raises issues under state and federal fair housing law as well as questions of environmental justice.

**Questions 37: “Will the proposal (directly or indirectly)...require the displacement of people or create a demand for additional housing?”**

The suggested answer to this question is, again, yes but insignificant after mitigation.

The *IS/EA*, section 6.16 starting at page 57, acknowledges that the acquisition of the Owl Mobile Home Park and the displacement of all its residents is an adverse affect and then goes on to

B2-10  
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Page 5

acknowledge the relocation difficulties mentioned above: no spaces in Oxnard, mobile homes which can't be moved without significant and permanent damage, higher rental on spaces which might be available etc.

Inexplicably, this discussion is followed by the optimistic statement that: "Replacement dwellings will be in equal or better neighborhoods," (Better than an "established and cohesive community in which you have lived for 30 years?) "at prices within the financial means of the individuals and families displaced" (What prices are those, since there has been no analysis of the financial means of these residents; and how will they be found in a community which has little or no housing affordable to persons below the poverty line?) "and reasonably accessible to their places of employment." (Is 50 miles reasonable accessible?)

My clients strongly contend that the relocation plan as articulated does not achieve the rosy goals outlined above. The only option which would achieve those goals would be a new housing development, either mobile home park or co-operative housing development which would allow them to remain together, in some type of home ownership and within reasonable proximity to their jobs, schools, religious institutions, friends and families.

**Questions 40: "Will the proposal (directly or indirectly)...affect any community facilities?"**

The suggested answer is no. (See section 6.21 at page 67).

The only community facility described is the Rio Vista headstart school. However, this section mentions only the physical and temporary effects of construction. It totally fails to analyze the number of children who will be removed from that headstart program if their families are relocated and the possible financial effect that would result. Nor, in spite of a specific request from the El Rio School District, does it address the possible effect on that District.

**Questions 56 "Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?"**

The suggested answer to this question is, again, yes but insignificant after mitigation. Discussion merely refers to the adverse impacts acknowledged but claimed as mitigated in earlier sections. Since most of these impacts, in fact, are not adequately mitigated for the reasons referred to above, we would disagree with this assessment.

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B2-10  
cont'd

B2-11

B2-12

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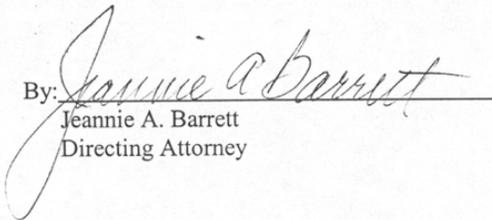
**Conclusion:**

For all of the foregoing reasons, approval of a the negative declaration is inconsistent with the city's own factual analysis, exacerbates the shortage of low income housing in the community, and violates our client's rights to environmental justice and fair housing.

B2-13

Respectfully submitted,

CALIFORNIA RURAL LEGAL ASSISTANCE

By:   
Jeannie A. Barrett  
Directing Attorney

***Response to Comment B2-1***

Comment noted. Please see the responses to the specific comments that follow for detailed discussions of the issues raised in the comment.

***Response to Comment B2-2***

Comment noted. However, an increase in demand for affordable housing by itself is not considered a significant environmental impact requiring mitigation under CEQA. Instead, increased demand for housing will only lead to such an impact if it will ultimately require physical changes in the environment, such as those that could occur due to construction of new housing. Additionally the physical changes to the environment would need to be substantial and adverse for a significant impact to occur. It is not anticipated that removal of the 18 units would lead to substantial adverse physical changes in the environment.

Also, the City of Oxnard is working with public agencies, non-profit organizations, and private developers to increase the supply of affordable housing in the City. Please see the response to Comment A3-2 for a description of affordable housing projects and other City housing resources that are available to low-income residents.

***Response to Comment B2-3***

The City disagrees that the proposed project would disproportionately affect low-income and minority residents. Although the IS/EA acknowledges that residents of the Owl Mobile Home Park are minority and low-income, they would not be disproportionately affected since minorities are the majority in the immediate project area and the City as a whole. According to the 1990 census data, minorities comprise 74 percent and 99 percent of the two census tracts (50.02 and 49.00) that encompass the project area. Minorities comprise 68 percent of the City of Oxnard's total population according to 1990 census data and 79 percent of the population according to the 2000 census. Additionally, 20 percent and 17 percent of the persons in Census Tracts 50.02 and 49.00, respectively, have income levels below the poverty line and 13 percent of the City's population is below the poverty line according to 1990 census data.

It should also be noted that the proposed project has been revised and refined over the years to minimize right-of-way acquisition and residential displacements. The current proposed design would result in substantially fewer residential displacements than previous alternatives that were investigated by the City and Caltrans in prior studies. For example, Caltrans approved a Project Study Report in 1985 and a supplemental PSR for improvements to the Rice Avenue/U.S. 101 Interchange in 1988. The design recommended in the 1988 supplemental PSR was carried forward as Alternative 1 in a 1997 Draft Project Report. Alternative 1 would have displaced 55 residences including all 18 mobile homes in the Owl Mobile Home Park and 22 permanent single-family homes in the Nyeland Acres area according to the 1997 Draft Project Report. Alternative 2, which was identified as the preferred alternative in the 1997 Draft Project Report, would have displaced 30 mobile homes including 18 mobile homes in the Owl Mobile Home Park and 12 mobile homes in the Country Squire Mobile Home Park. Alternatives 1 and 2

would have also displaced an estimated 14 and 11 businesses, respectively. In addition, Alternative 1 would have resulted in greater impacts to existing utilities.

***Response to Comment B2-4***

The IS/EA acknowledges that it may be difficult to find vacant, affordable mobile home spaces in the City because of the consistently low vacancy rates and the high average rents of the other parks in the City. The *Uniform Relocation Assistance and Real Property Acquisition Policies Act* requires the City to search for comparable replacement housing that is safe, decent, and sanitary within 50 miles of the project. Therefore, tenants of the mobile home park may be offered comparable housing outside of the City. It is also recognized that it is unlikely that the mobile homes in the Owl Mobile Home Park could be moved without irreparable damage due to their age and condition. Consequently, it is probable that most if not all of the mobile homes would be purchased by the City rather than relocated.

However, it should also be recognized that eligible mobile home park tenants would receive a number of benefits provided under the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act*. Two of the potential benefits are rent differential and price differential payments. If the displaced person owns their mobile home and rents the space on which it is located and the mobile home is purchased by the City because it cannot be relocated, the owner of the mobile home will be entitled to the difference between the rent currently paid and the rent at the new mobile home park for a period of 42 months. The mobile home owner will also be entitled to the difference between the price that the City pays to purchase the mobile home and the cost of acquiring a comparable replacement mobile home. This difference is known as the price differential payment. The statutory limits for the rent and price differential payments are \$5,250 and \$22,500, respectively. However, when the supply of available housing is insufficient to provide the necessary housing for those persons being displaced, the City will utilize a method called Last Resort Housing. Last Resort Housing allows the City to pay above the statutory limits of \$5,250 and \$22,500 in order to make available housing affordable, or to construct, relocate, rehabilitate, or modify housing in order to meet the needs of the people displaced from a project.

The primary objective of the federal Uniform Act is to ensure that persons displaced as a result of a federally funded or assisted project are treated fairly, consistently, and equitably so persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Furthermore, in accordance with the provisions of the Uniform Act, comparable replacement housing must be decent, safe, and sanitary.

***Response to Comment B2-5***

Comment noted.

***Response to Comment B2-6***

Comment noted.

***Response to Comment B2-7***

The text of the IS/EA has been revised to reflect the fact that acquisition of the Owl Mobile Home Park would conflict with Policy 3.6 of the City's Housing Element. However, as stated on page 57 of the IS/EA, the proposed improvements are consistent with the Circulation Element of the City's 2020 General Plan, which shows an interchange at this location. The proposed project is also included in the 1999 Ventura County Congestion Management Program/Capital Improvement Program, the 2000/01-2005/06 Regional Transportation Improvement Program (Ventura County – Project ID#343), and has been a priority of the City of Oxnard for many years. Over those years, a number of alternatives have been addressed in several prior studies (see the response to Comment B2-3 for a discussion of prior studies and alternatives). The current proposed project would displace fewer residences and mobile homes than the alternatives previously developed and studied by the City and Caltrans over the past 16 years.

In response to the comment that the number of mobile home spaces in the City declined by 10 percent between 1990 and 2000 requires, it should be noted that 1990 figure is attributed to the Census Bureau and includes “trailer, campers, tents, and others.” It is possible that many of these structures were located in backyards or driveways. The source for the number of mobile homes in the year 2000 in Chart 20 on page II-22 of the City's Housing Element is the Department of Finance. It is not known whether the Department of Finance figure for the year 2000 includes units such as “trailers, campers, tents, and others.” Furthermore, according to Karl Lawson, Compliance Service Manager for the City of Oxnard, the number of authorized mobile home park spaces in the City has increased, rather than declined. In 1990, the City of Oxnard had 21 mobile home parks containing a total of 2,717 spaces. In approximately 1991, the City initiated annexations, which added two existing mobile home parks to the incorporated area: Royal Duke Mobile Estates #1, with 139 spaces, and Valley Trailer Villa, with 76 spaces. Thus, by the year 2000, the City had 23 mobile home parks containing a total of 2,932 spaces or 8 percent more than in 1990. Therefore, Chart 20 of the City's Housing Element is in fact misleading and should not be used as a basis for concluding that there was a decline in the number of mobile home park spaces in the City between 1990 and the year 2000.

Also see the response to Comments A3-2 for a discussion of City housing resources and programs that may be available to persons displaced by the proposed project and the response to Comment B2-2 for an explanation of why an increase in the demand for affordable housing is not a significant impact under CEQA.

***Response to Comment B2-8***

The IS/EA acknowledges that the Owl Mobile Home Park has characteristics indicative of an established cohesive community and that the proposed project improvements would result in the displacement of all 18 mobile homes in the park. However, the impacts are not expected to be significant and unavoidable under CEQA for several reasons. First, social effects are not considered to be significant effects under CEQA as explained in the response to Comment B2-2. Second, the City will make every effort, within reason, to accommodate the request expressed by a number of the park residents that they be relocated as a group, preferably to another mobile

home park, so that they can remain together. However, given the very low vacancy rates of mobile home parks in the City and the project area, the City cannot guarantee that a mobile home park will be found with a sufficient number of vacancies to relocate all of the displaced residents within the City. Nonetheless, the City will continue to meet with Owl Mobile Home park tenants and their representatives to discuss housing options and measures to mitigate displacement impacts. Third, the magnitude of potential impacts needs to be considered when determining their significance. Otherwise, whenever a project displaces a single low-income family within an existing community, the impact would be unavoidable and significant because, as asserted by the commenter, they would be required to “either sacrifice the level of economic security which they have managed to attain or find themselves removed from the jobs, schools, religious institutions, family and friends...” Under the proposed project, residential displacements would be limited to the 18 mobile homes and two single-family residences. The Nyeland Acres residential area, which has a population of 2,491 residents according to the 2000 census and is located immediately north and east of the proposed interchange improvements, would remain and would not be divided by the proposed project. Lastly, the assumption stated in the IS/EA that persons displaced by the proposed project are likely to establish social ties in their new neighborhoods as a result of their participation in community-like settings such as religious institutions, schools, and social and recreational groups is not unreasonable. This would occur whether the Owl Mobile Home Park tenants relocate as a group to a larger mobile park or multi-family housing complex or they relocate individually to various locations in the project area or City.

***Response to Comment B2-9***

Please see the response to Comment B2-3.

Also, the commenter concludes that the project “effectively removes these minority and low-income families from the City of Oxnard.” It is premature to come to that conclusion in advance of subsequent discussions that will take place between the right-of-way agent/relocation specialist who will be assigned to the project and persons who will be displaced by the proposed improvements. Those discussions and further analysis will determine the homeowner/tenant’s housing needs and the availability of suitable replacement housing in the project area.

***Response to Comment B2-10***

Please see the responses to Comments A3-2 and B2-2.

***Response to Comment B2-11***

According to Child Development Resources, the non-profit organization that runs the Rio Vista Headstart program, there are 60 children enrolled in the program for the 2001-2002 school year. Only one of those 60 students is from the Owl Mobile Home Park.

***Response to Comment B2-12***

Please see the responses to Comments B2-2 through B2-11 above.

***Response to Comment B2-13***

Based on the analysis in the June 28, 2001 IS/EA and the information in the responses to comments in this Final IS/EA, the proposed project would not result in any unavoidable significant adverse impacts after implementation of the proposed mitigation measures. Therefore, a Mitigated Negative Declaration is the appropriate environmental document under CEQA.

Also see the responses to Comments B2-2 through B2-11 above.

Comment Letter B3

August 16, 2001

RECEIVED  
01 AUG 20 PM 4: 05  
CITY OF OXNARD  
PLANNING DESIGN

Attn.: Cynthia Daniels, AICP  
Associate Planner  
City of Oxnard  
Development Services Administration  
305 West Third Street  
Oxnard, CA 93030

Regarding: Rice Avenue/U.S. 101 Interchange Project

Dear Ms. Daniels:

The following is a brief history of Dieter's Import Motors.

In 1973 my wife and I purchased a small portion of land which had a building on it. The zoning for the property at that time was classified as C.P.D. by Ventura County. We are a family, owned business, serving owners of Mercedes-Benz, BMW, and Volvo automobiles. A retail market was created in resales of those line of motor cars serviced and sold by Dieter's Import Motors for the Ventura County area.

By annexation to the City of Oxnard, our hope was to receive a large volume of sales in used cars by the freeway exposure. This was the outlook by my family and employees. I have spent countless hours in my business to get it to this stage, and this annexation has been very costly to us.

As of now, no city water, sewer or storm drainage has been installed, even though we have been charged and have paid many dollars for this. In the past, my location has been flooded with 2 inches of flood water inside my office and shop. We have lived through the floods and survived and still want to go on with this business, but unfortunately a wall would force us out.

Your proposal of a future freeway system seems to alarm us. As I foresee it, a high wall in front of Dieter's Import Motors will decrease our business by 50% and will create a crime area of "Unacceptable" standards.

I would like to have your support Cynthia. My employees are depending on this income to continuing living in our town.

I would like to point out that the property has two parcels. Parcel number two is presently a used car lot. It took up to four years for us to find a responsible person to lease the parcel. El Rio Auto Sales, the tenant, signed a two-year lease after renting for one year. By blocking the freeway exposure, this will be difficult for the company, the tenant to continue doing business.

B3-1

In your assessment, you stated that we are the people that will be benefitting from all the proposed changes. I strongly disagree. An assessment amount of \$12,000 or more plus a portion of my property being cut added with a freeway wall being built will become a crime and ghetto area, which will require me to install a high fence of razor wire to protect my investment.

↑  
B3-1  
cont'd

I hope this letter will be noticed and produce a favorable decision eliminating the proposed wall.

Please call me if you have any questions or comments pertaining to this letter. My phone number is (805) 485-1575.

Sincerely,

Dieter's Import Motors

*Klaus Dieter Schaltinat*  
*Elli Schaltinat*

Klaus Dieter Schaltinat  
Elli Schaltinat  
Owner

***Response to Comment B3-1***

Please see the response to Comment B1-1. If noise barriers are constructed on a City street (as opposed to the Caltrans right of way), the City would require barriers adjacent to collector streets such as Ventura Boulevard to be covered with vines to deter graffiti and soften the appearance of the hard surface. Noise barriers, if built, would likely be required to include a variety of textures and possibly public art such as bas relief or intaglio sculptures to enhance the visual environment.

Comment Letter B4

ROBERT B. ENGLAND  
RANDALL A. COHEN  
STANLEY E. COHEN  
(1931-1997)

ENGLAND & COHEN, LLP  
ATTORNEYS AT LAW  
FINANCIAL PLAZA TOWER  
300 ESPLANADE DRIVE, SUITE 380  
OXNARD, CALIFORNIA 93030-1246

RECEIVED  
TELEPHONE  
(805) 983-8181  
01 AUG 2001 9:21 AM  
CALIFORNIA TOLL FREE  
(800) 675-8186  
FAX (805) 983-8813  
PUBLIC WORKS  
ENGINEERING DIVISION

August 7, 2001

Cynthia Daniels, AICP  
Associate Planner  
City of Oxnard  
Development Services Administration  
305 West Third Street  
Oxnard, CA 93030

Re: Rice Avenue/U.S. 101 Interchange Project

Dear Mrs. Daniels

This letter is submitted with respect to the proposed 4.2 meter wall/noise barrier from Orange Drive between U.S. 101 and Ventura Boulevard. For the following reasons, the proposed construction of the wall in this area should be abandoned.

1. All property along this portion of Ventura Boulevard (to a depth of 300 feet) is zoned as commercial and occupied by businesses that rely on freeway visibility. The construction of a wall would result in significant detriment and loss of business for these businesses and would not prevent any significant noise reduction for the residential area behind the 300 foot commercial area.

2. The construction of the wall would significantly alter the existing storm water drainage along Ventura Boulevard. Unless a new storm drain is installed along Ventura Boulevard, the wall will result in serious flooding for the businesses located along Ventura Boulevard.

3. The construction of the wall will create a ghetto out of the neighborhood immediately adjacent to the wall. Although there may be those in the City of Oxnard who want to conceal this area from view, the way to cure any problem of perceived blight is to work with the property owners (possibly through a redevelopment district) to improve the overall condition of this commercial neighborhood.

For the foregoing reasons, the proposed construction plans should be modified to eliminate the wall proposed along this portion of Ventura Boulevard.

Yours very truly,

  
ROBERT B. ENGLAND

RBE/slb  
cc: See attached list

B4-1

MAILING LIST

Mr. Richard Eckhart  
P.O. Box 7299  
Thousand Oaks, CA 91359

Mrs. Carol A. Littlejohn, Executor  
Estate of Gilbert Elton Sawtelle  
3307 Corby Avenue  
Camarillo, CA 93010

Mr. Ronald Kosinski, Deputy District  
Director  
Caltrans Office of Environmental  
Planning  
120 S. Spring Street  
Los Angeles, CA 90012

Mr. Larry Carter  
2875 Ventura Blvd.  
Oxnard, CA 93030

Mr. Thad Sinor  
2211 Cedar Ridge Ct.  
Oxnard, CA 93030

Mr. Bob Braitman  
Braitman & Associates  
8277 Chesire Street  
Ventura, CA 93004

Mr. Dave Haugen  
Panattoni Development  
19700 Fairchild Road, Suite 290  
Irvine, CA 92612

Ms. Dina Andrade  
1300 Saratoga Ave., No. 1211  
Ventura, CA 93003

Mr. Bob Moraga  
2208 Firestone Ct.  
Oxnard, CA 93030

Ms. Elizabeth Standeven  
Arthur Valuation Group  
31355 Oak Crest Drive, 2<sup>nd</sup> Fl.  
Westlake Village, CA 91361

Mr. Bud Sandwall  
P.O. Box 6396  
Oxnard, CA 93031-6936

Ms. Eulalia Lopez  
Taco Inn  
130 Imperial Street  
Oxnard, CA 93030

Mr. Tom Herman  
10840 Bellagio Rd.  
Los Angeles, CA 90077

Mr. Fred Fateh  
Owl Mobile Home Park/West  
Management Services  
2911 Petit Street  
Camarillo, CA 93012

Mr. Matt Harootunian  
Spas West  
2595 Ventura Blvd.  
Oxnard CA 93030

Mr. Bob Dawson  
Summit Pools  
2595 Ventura Blvd.  
Oxnard, CA 93030

Mr. Rex Paul  
Sunbelt Business Properties  
4171 Market St., Suite C5  
Ventura, CA 93003

Mr. Mel Allen  
Sunny Acres Mobile Home Park  
4101 Bluebird Lane  
Oxnard, CA 93033

***Response to Comment B4-1***

Please see the response to Comment B1-1.

If a soundwall is constructed, the need for a new storm drain system will be evaluated at that time. All efforts will be made to maintain positive drainage in the existing patterns. Scuppers may be placed at the bottom of the wall so the wall would not act as a barrier trapping water against the wall.

**Comment Letter B5**

FELL, MARKING, ABKIN, MONTGOMERY,  
GRANET & RANEY, LLP  
ATTORNEYS AT LAW

DOUGLAS E. FELL  
PHILIP W. MARKING  
JOSEPH D. ABKIN  
FREDERICK W. MONTGOMERY  
CRAIG S. GRANET  
JAMIE FORREST RANEY  
MICHAEL D. HELLMAN

222 EAST CARRILLO STREET  
SUITE 400  
SANTA BARBARA, CALIFORNIA 93101-2142  
TELEPHONE (805) 963-0755  
FAX (805) 965-7237

JOSHUA P. RABINOWITZ  
BARBARA J. HOUT  
CINDY KLEMPNER

BARRY R. PINNOLIS

August 17, 2001

OF COUNSEL  
JAMES E. DAVIDSON

**By Fax and Regular Mail**

Ronald Kosinski  
Deputy District Director  
Caltrans Office of Environmental Planning  
120 S. Spring Street  
Los Angeles, CA 90012

Ms. Cynthia Daniels  
City of Oxnard  
Transportation Planning Program  
305 West Third Street  
Oxnard, CA 93030

**Re: Rice Avenue/US 101 Interchange Project**

Dear Mr. Kosinski and Ms. Daniels:

The undersigned represents Philip Katsenes, Trustee of the Katsenes Family Trust which is the owner of the improved property located at 2100 Solar Drive, Oxnard, California and commonly known as the Spanish Hills Orthopedic Center Building (herein "The Katsenes Property").

The purpose of this letter is to comment on the Initial Study/Environmental Assessment for the Rice Avenue/U.S. 101 Interchange Project (herein the "IS-101").

Our comments are as follows:

- 1) Lack of Detail - We have thoroughly reviewed the IS-101 to determine exactly what portion of the project will be constructed on the Katsenes Property. The IS-101 does not contain adequate information to determine how and what the impacts will be on the Katsenes Property.

For example, we have been unable to determine the existing and future predicted noise level impacts on the Katsenes Property. Figure 7 indicates a "noise prediction site" of "Q1C" at the northwest corner of the Katsenes Property, but we are unable to find any noise impact information on prediction site "Q1C" in Table 9 or anywhere else in the

B5-1

Cynthia Daniels  
August 17, 2001  
Page 2

report. We are unable to find any proposed mitigation for noise impacts on the Katsenes Property. As you know, the tenants of the Medical Office Building provide medical services to the public. Noise and vibration may have a significant impact upon the physicians and caregivers who provide these services at this property.

B5-1  
cont'd

- 2) We believe the southbound off-ramp will be changed from a "surface off ramp" to an "elevated off-ramp" (see Figure 3). We can find no evaluation of the impacts (noise, light and glare, air quality, risk of hazard, and aesthetic impacts) on the commercial projects located on Solar Drive and, specifically, the Medical Office Building located on the Katsenes Property.

Further, we are concerned that there has been no evaluation of the fact that the elevated off-ramp will cut off views to the east, northwest and southeast. Further, it will cut off sun from the east and create a cold, damp and possibly unhealthy venue for the greater part of the day. It could also necessitate the removal of some existing plants and trees.

B5-2

Finally, there has been no evaluation of hazard risks to the Medical Office Building on the Katsenes' property by reason of the adjacent elevated off-ramp. For example, a truck accident on the off-ramp or the impact of an earthquake on the elevated off-ramp.

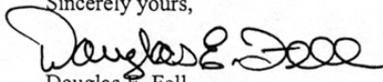
- 3) In Section 6.24, the document references "partial takes" from some businesses may result in the loss of "a few parking spaces". It then concludes the "resulting impact would be minor". This type of conclusory and uninformative analysis is inadequate for a CEQA document. The document contains no information which quantifies the number of parking spaces which will be taken from the Katsenes' Medical Office Building or any analysis which would demonstrate that this would be "minor". What is the threshold for "minor"?

B5-3

As the owner of a parcel of property which will be directly impacted by this Project, Mr. Katsenes believes he is entitled to more information in the CEQA document as to the actual impacts of the proposed project on his property.

The IS-101 is woefully inadequate in satisfying the requirements of CEQA.

Sincerely yours,



Douglas E. Fell

DEF:tlr

cc: Philip Katsenes, Trustee

***Response to Comment B5-1***

According to the *Traffic Noise Study* (January 2001) prepared for the proposed project, the calculated existing “loudest” hour noise level at site Q1C is 75 dBA. The future No Build loudest hour noise level is also predicted to be 75 dBA at this location. With implementation of the proposed project, the future loudest hour noise level would be 69 dBA or 6 decibels lower than existing. The reduction in noise levels is due to the new, relocated southbound U.S. 101 off-ramp, which would shield the office building property from noise from traffic on the freeway mainline. Vibration impacts on adjacent properties from rubber-tired vehicles trucks and automobiles would be minimal. There is no evidence that vibration from motor vehicle traffic would have a significant impact on the office building uses.

***Response to Comment B5-2***

Please see the response to Comment B5-1 for a discussion of potential noise impacts on the medical office building.

With regards to visual impacts, the new southbound U.S. 101 off-ramp would be located within approximately 10 meters (30 feet) of the northwest corner of the existing medical office. At that location, the new southbound off-ramp would be approximately 5.2 meters (17 feet) above the existing ground surface. As the off-ramp continues east it would veer away from the office building. Thus, at the northeast corner of the building, the new off-ramp would be approximately 30 meters (100 feet) from the building and approximately 7.5 meters (25 feet) higher than the existing ground level. Due to the height of the elevated off-ramp and its proximity to the office building, it would obstruct some views from offices on the north side of the building. Since the predominant visual elements in the existing views are the U.S. 101 freeway immediately to the north and a trailer park and commercial business north of the freeway, these views are not of high quality. Consequently, obstruction of these views would not constitute a significant impact. Furthermore, existing views to the east and northeast are limited by the existing Rice Avenue overcrossing structure.

Since the office building is located south of and a minimum of 10 meters (30 feet) from the new relocated southbound off-ramp, additional shade and shadow that would be cast on the office building property would be limited to certain times of the year for only a few hours per day. Consequently, no significant impacts would occur.

The new off-ramp would be designed to comply with current Caltrans structural and operational safety standards. No significant increase in hazards would be posed by trucks traveling on the off-ramp or by groundshaking caused by an earthquake.

It should also be noted that the proposed new design for the southbound U.S. 101 off-ramp would meet all Caltrans vertical sight distance requirements for traffic on the off-ramp.

***Response to Comment B5-3***

Parking impacts are discussed in greater detail on pages 65 and 66 of the June 28, 2001 IS/EA. The proposed improvements would not require the displacement of any parking spaces from the medical office building property.

Comment Letter B6

ANTHONY C. FISCHER  
Attorney at Law  
1811 State Street, Suite C  
Santa Barbara, CA 93101  
(805) 682-0611  
FAX NO. (805) 682-7101  
E-mail: fischlaw@silcom.com July 30, 2001

RECEIVED  
01 AUG -8 AM 10: 11  
PUBLIC WORKS  
ENGINEERING DESIGN

Honorable Mayor Dr. Manuel M. Lopez  
and Members of the City Council  
City of Oxnard  
300 West Third Street  
Oxnard, CA 93030  
Via facsimile: (805) 385-7562 and first class mail

Re: Initial Study/Environmental Assessment for Rice Avenue/U.S.  
Highway 101 Interchange Improvement Project.  
City Council Agenda for July 31, 2001

Dear Honorable Mayor and Members of the City Council:

The following comments are submitted for your consideration regarding the Initial Study which is the subject of a hearing on July 31, 2001.

The Initial Study refers to a traffic study. Upon request, a copy of the "Traffic Study for the Rice Avenue-Highway 101 Interchange Improvement Project Environmental Document" dated June 2000 and prepared by KAKU Associates, was provided. It is the traffic study relied upon by the preparers of the Initial Study.

From the KAKU traffic study, it appears that the description of "existing conditions" is based upon the result of traffic counts taken at the site in 1997. The KAKU Associates report does not state the actual dates of the traffic counts. However, City staff recently reported that the counts were actually taken on three of the intersections on the following dates:

Santa Clara/Auto Center ---	Thursday May 8, 1997
Rice/Sb 101 -----	Tuesday May 13, 1997
Gonzales/Rice -----	Thursday May 15, 1997

As of the writing of this letter, City Staff is still checking to determine the date for the peak hour trips for the Santa Clara/Ventura Boulevard intersection.

There is nothing in the Initial Study describing how those dates were selected for the report, and what traffic counts were taken on other dates, if any. The Initial Study does not state any circumstances, such as construction or road improvements then underway,

B6-1

B6-2

Initial Study: Rice/101 Interchange  
City Council Hearing: July 31, 2001  
Page 2.

which may have either increased or decreased the traffic counts taken in May, 1997.

↑ B6-2  
cont'd

Part of the purpose of the Initial Study is to provide information for the California Department of Transportation, the City of Oxnard, and the Federal Government related to predictions of conditions 20 years after the project is expected to be completed; year 2024.

As is obvious from the above, the baseline information used to predict future conditions is already more than four year old.

There are reasons to believe that conditions have changed. For example, based upon a report prepared by the City of Oxnard Planning & Environmental Services Program dated December 15, 1997, projects were listed in various stages of planning and construction within the City of Oxnard:

B6-3

- Residential: 17 projects
- Commercial: 15 projects
- Industrial: 30 projects

Based upon the map provided with that City of Oxnard Report, it appears that thirty-six (36) of the projects are in the area bounded by Rice, 101, and Oxnard Blvd./ Highway 1. Five projects are located just to the east of Rice Avenue. Four projects are located to the north of 101. The actual traffic impact of those projects, and any new projects proposed and constructed after December 15, 1997, are not included in the Initial Study.

The impact on traffic from improvements to streets and interchanges (such as Rose/101) which have been placed in service after May, 1997 are not shown by the traffic study.

B6-4

Based upon the above, the Initial Study fails to provide a current description of the traffic conditions. It does not provide an adequate basis for decision making regarding the traffic and environmental impacts of the proposed project.

B6-5

Very truly yours,

  
Anthony C. Fischer

***Response to Comment B6-1***

Comment noted. The “Existing Conditions” analysis was based on Year 1997 AM and PM peak hour turning movement counts provided by the City of Oxnard as noted on page 5 of the referenced traffic study.

***Response to Comment B6-2***

The traffic counts were conducted prior to preparation of the Draft Traffic Study. The 1997 counts were included in the study for reference and to indicate existing conditions. The 1997 counts were the most recent available at the time the traffic study was begun. Historically, traffic growth has been approximately 2 percent per year. The 1997 counts reflect 1999 conditions within 4 percent.

***Response to Comments B6-3 through B6-5***

The traffic forecasting model used to estimate year 2024 traffic volumes considered both planned increases in capacity and future growth anticipated under existing land use plans to develop the traffic forecasts. Thus, the development projects and street improvements identified in the comment are accounted for in the traffic forecasting model. Therefore, the 2024 traffic volume forecasts are a valid basis for determining the environmental impacts due to implementation of the proposed interchange improvements.

Comment Letter B7



Cynthia Daniels  
City of Oxnard  
305 West Third Street  
Oxnard, California 93030

August 10, 2001

Re: Rice Avenue/Highway 101 Improvements  
Impact-Freeway Frontage @ 2201 E. Ventura Blvd.

Dear Cynthia:

We have recently been made aware of a proposed sound wall that may be built across a section of our freeway frontage. We are in the sales and service business of International and Isuzu medium and heavy trucks. We generate over half of our retail sales from customers driving by and seeing our facility and truck display. We service trucks from different parts of the country that are passing thru the area and require mechanical repair.

We started our business in Oxnard in 1970 at 815 N. Oxnard Blvd. After several years, we realized the importance of being on the freeway and the importance of visibility. In 1975, we purchased the freeway property at 2201 E. Ventura Blvd.. We raised the level of the land in the flood plane, put in the roads, sewers and water lines, and built a new dealership.

RECEIVED  
AUG 15 PM 2:26

CORPORATE OFFICE:  
2201 E. Ventura Blvd.  
P.O. Box 5206 • Oxnard, California 93031 • (805) 485-0551

375 N. Frontage Road  
Nipomo, California 93444  
(805) 929-5011

2712 South Fourth St.  
Fresno, California 93725  
(559) 445-9690

3525 Buck Owens Blvd.  
Bakersfield, California 93308  
(661) 327-5222

The long term success of our dealership has been the City's as well. There as been a sizeable direct sales tax reimbursement to the City as a result of our business. We employ over 80 people at the dealership the majority of which live in Oxnard.

The building of a sound wall in front of our dealership would decrease the visibility and reduce dealership traffic. This would have a dramatic financial impact upon our Company. We ask for your review of the necessity of this wall. There are over 2600 Heavy Truck Dealerships in the Country and almost all of them are located on major highways. We cannot overstate the importance of freeway visibility to our business.

B7-1

We appreciate your consideration.

Very truly yours,



Edward A. Gibbs  
President

*Response to Comment B7-1*

Please see the response to Comment B1-1.

Comment Letter B8

TELEPHONE  
(805) 981-7907

LAW OFFICES OF  
**RICHARD C. GILMAN**  
SUITE 204  
405 ESPLANADE DRIVE  
OXNARD, CALIFORNIA 93030

MAILING ADDRESS  
POST OFFICE BOX 5524  
OXNARD, CALIFORNIA 93030

August 16, 2001

City of Oxnard  
Development Services Administration  
Attn.: Cynthia Daniels, AIC, Associate Planner  
305 West Third Street  
Oxnard, California 93030

**Re: Rice Avenue/U.S. 101 Interchange Project**

Dear Ms. Daniels:

I represent the Rice Rd/Santa Clara Business Coalition, a group of property owners whose businesses parallel U.S. 101 along Ventura Boulevard between Rice Avenue and Orange Drive. A roster of those individuals supporting the Rice Rd/Santa Clara Business Coalition is enclosed with this letter. This group of property owners have asked me to submit a letter registering their opposition to the 4.2 meter wall/noise barrier proposed as part of the Rice Avenue/U.S. 101 interchange project.

For all of the following reasons the Coalition members are opposed to the construction of this sound wall/barrier and urge that the wall be abandoned.

1. All of the property along this portion of Ventura Boulevard is zoned as commercial and is currently occupied by businesses (not residences) that rely on freeway visibility. The Coalition members – property owners fronting the freeway – believe that construction of this “noise” wall will result in a significant detriment to the use of the property, a diminution in value of the property, and a significant loss of business for these property owners.

2. The proposed “noise wall” has negligible noise amelioration. The noise wall will only reduce sound levels by two to four decibels. Additionally, construction of the interchange project may result only in a two decibel increase in sound levels, which is an insignificant impact not justifying the expense of a wall.

B8-1

City of Oxnard  
Development Services Administration  
Attn.: Cynthia Daniels, AIC, Associate Planner  
Page -2-

3. Construction of the wall will alter the existing storm water drainage along Ventura Boulevard. A new storm drain would be required to prevent serious flooding.

It is therefore urged that plans to construct the noise barrier be abandoned at this time. The value of the wall in eliminating noise is negligible; the damage caused by the wall to business and property values is significant.

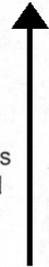
Thank you for your consideration of these comments.

Very truly yours,

  
\_\_\_\_\_  
RICHARD C. GILMAN

RCG:ndb  
Encl.

Cc: Larry Wright, Chairman,  
Rice Rd/Santa Clara Business Coalition  
: Mr. Ron Kosinski, Cal Trans (w/Encl.) ✓



B8-1  
cont'd

**RICE / SANTA CLARA  
BUSINESS COALITION**

Larry P. Wright ( 805 ) 987-5517 P.O. Box 254 Camarillo, Ca. 93011

The coalition is totally opposed to the proposed noise barrier wall.

Thomas D Harvey property Owner 2665 Ventura Bl. Nyeland Acres ( Oxnard Ca. 93030 )

Harvey Family Trust Thomas Harvey ttee Property Owner 2641 Ventura Bl. Oxnard , Ca. 93030

and 2651 Ventura Bl. Oxnard , Ca. 93030

Dieter & Elli Schaltinat Property Owner ( Dieters Import Motors ) 2681 Ventura Bl. Oxnard , Ca. 93030

Paul E. Wright Family Trust Property Owner ( Corner Nyeland Ave. ) 2691 Ventura Bl. Oxnard , Ca. 93030

Business Owners Parmjit Sunner , Ravinder Aujla and Jaswinder Sunner Owners Wright's Market  
2691 Ventura Bl. Oxnard , Ca. 93030

Mohamad Alivandi Business Owner 2813 Ventura Bl. Oxnard , Ca. 93030

Larry Carter Property Owner 2861 Ventura Bl. Oxnard , Ca. 93030

John & Eirma Ford Property Owner 2965 Ventura Bl. Oxnard Ca. 93030

Lillian Carter Property Owner 2875 Ventura Bl. Oxnard , Ca. 93030

Eyal Fay Property Owner 2945 Ventura Bl. Oxnard , Ca. 93030

Bob Glasby Property Owner and Business ( Owl Towing ) 2981 Ventura Bl. Oxnard , Ca. 93030

Jerry Holland Business ( A B C Metals ) 2931 Ventura Bl. Oxnard , Ca. 93030

John Nottingham and Dorice Celine Property Owners 3001, 3007, 3011, and 3015 Ventura Bl. Oxnard ,  
Ca. 93030

Micah G. Perfetto Business ( Whiteswan's Pool & Spa Center ) 3007 Ventura Bl. Oxnard , Ca. 93030

Pat & Jerry Wood Business Owner ( The Trading Post ) 3011 Ventura Bl. Oxnard , Ca. 93030

Eldon Hall & Carol Bernard Business Owner ( A Canine Styling Salon ) 3015 Ventura Bl. Oxnard , Ca. 93030

The above mentioned Properties employ 66 People , purchasing 42 Homes, 87 Personal  
Autos and of which 33 are Tax Paying Residents of Oxnard. City.

**RICE RD / SANTA CLARA  
BUSINESS COALITION**

LARRY P. WRIGHT  
805 987-5517

P.O. BOX 254 CAMARILLO, CA 93011

***Response to Comment B8-1***

Please see the response to Comment B1-1.

If a soundwall is constructed, the need for a new storm drain system will be evaluated at that time. All efforts will be made to maintain positive drainage in the existing patterns. Scuppers may be placed at the bottom of the wall so the wall would not act as a barrier trapping water against the wall.

Comment Letter B9

**OJAI OIL COMPANY**

2161 VENTURA BOULEVARD  
OXNARD, CALIFORNIA 93030-8951

(805) 988-0300  
FAX (805) 485-1131

July 27, 2001

Mr. Ronald Kosinski, Deputy District Director *RK*  
Caltrans Office of Environmental Planning (VEN-101, KP31.4/33.0)  
120 So. Spring Street  
Los Angeles, CA 90012

Re: Rice Road/101 Overpass

Dear Mr. Kosinski:

We are the owners of two parcels of land as shown on the attached plat map, within the proposed City of Oxnard Assessment District for this overpass. Our proposed assessment for our seven acres within this district is over eighty thousand dollars, which of course is not your issue, but certainly has an impact on our business.

As a matter of history, enclosed is a letter dated June 1, 2001 to the City of Oxnard regarding our concern for a proposed street, tentatively called "A" Street. A portion of our property was dedicated to the City of Oxnard for the proposed purpose of a future street. The remainder of this street has yet to be defined and land has yet to be obtained for its use. The City of Oxnard replied to our letter saying that "A" Street was necessary and should be constructed. The question is "how".

Part of your overpass project involves placing a cul-de-sac on East bound Ventura Blvd. This will close off access to North bound 101 from Ventura Blvd., and will also close off Rice Road (or Santa Clara Street) access to our business's frontage street. When this cul-de-sac is completed, we will only be left with access to Auto Center Road via Paseo Mercado.

After careful consideration, we believe it is imperative that the installation of "A" Street be a portion of your overpass project - prior to the project changing traffic flow on Ventura Blvd. "A" Street would be an extension of Ventura Blvd. to Auto Center Road. The remainder of Ventura Blvd. could be abandoned without the proposed cul-de-sac. This will then give the residents of the mobilehome park as well as our 101 frontage business closer access to Rice and Santa Clara Blvds.

We would appreciate your thoughts on this matter.

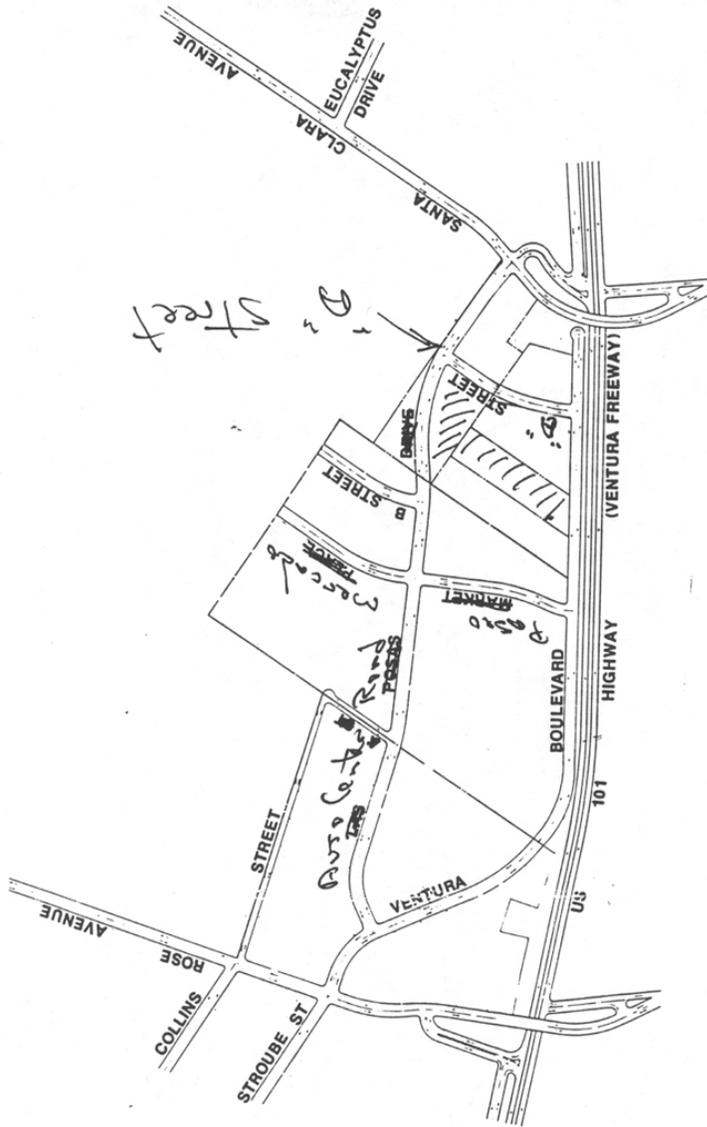
Thank you.

Sincerely,

OJAI OIL COMPANY

*Douglas Off*  
Douglas Off

B9-1



/// - Ojai Oil Co. Property

VEHICULAR CIRCULATION PLAN  
ROSE-SANTA CLARA  
CORRIDOR SPECIFIC PLAN  
City of Oxnard

**OJAI OIL COMPANY**

2161 VENTURA BOULEVARD  
OXNARD, CALIFORNIA 93030-8951

(805) 988-0300  
FAX (805) 485-1131

June 1, 2001

Mr. Sobrob Roshanian, City Engineer  
305 West 3<sup>rd</sup> Street  
Oxnard, CA 93030

Re: Rice Avenue/Hwy 101 Interchange - "A" Street, Oxnard, CA

Dear Mr. Roshanian:

We own a 2.72 acre parcel of land adjoining "A" Street and facing on Auto Center Road (see attached).

On March 16<sup>th</sup> myself, David Edward, and Bill Ghormley met with Joe Genovese concerning the possible extension of "A" street. In concluding the meeting, it was felt by all present that "A" Street was not likely to be built considering the benefit to very few and cost involved. It would not benefit the adjoining land owners to any great degree, but would only serve as a connector road from Ventura Blvd. to Auto Center Road in order to give access to the new overpass and the southbound freeway.

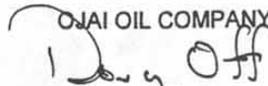
Our firm was part of the original specific plan concerning this area, which was passed following the Rose-Santa Clara Corridor Specific Plan EIR 85-3 in April of 1986. "A" Street was not included in the proposed circulation plan (as attached) based on the results of the area traffic study, but believe it was added later on paper as part of a recent development requirement in the area.

On May 18<sup>th</sup> we received a letter from Mike More notifying us that a meeting will be held concerning the interchange project. We believe "A" street, if built, should be financed by the interchange project and placed into service at the time the new overpass is constructed. It should not be a burden of the adjoining land owners, since it basically serves freeway access and should be a part of the interchange project.

It is possible to include this street in the allocation of funds? If not, we request that this street be deleted from circulation plans and the land abandoned to the adjacent landowner.

Thank you.

Sincerely,

OJAI OIL COMPANY  
  
Douglas Off

cc:  
Pat Reeves, Assessment Engineer  
2051 Solar Drive  
Oxnard, CA 93030

***Response to Comment B9-1***

Please see the response to Comment B4-1.

Ventura Boulevard could not be abandoned east of the future “A” Street because it would prevent access to a public road for the vacant property east of the Valley Trailer Villa mobile home park and Sunshine Manufactured Homes.

Comment Letter B10

ROSENMUND, BAI0 & MORROW

FREDERICK ROSENMUND  
ROCKY J BAI0  
MICHAEL A. MORROW

ATTORNEYS AT LAW  
162 SOUTH A STREET  
OXNARD, CALIFORNIA 93030  
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H. F. ROSENMUND  
(1916-1987)  
OFFICE MANAGER  
GAIL M. LEAMY

DEBORAH BRAND

August 20, 2001

Oxnard Transportation Planning  
305 West Third Street, 3rd Floor  
Oxnard, CA 93030

Re: Rice Avenue/U.S. Highway 101 Interchange

Dear Sir/Madam:

I am writing to you to oppose the adoption of a mitigated negative declaration for this proposed project. This project's environmental impacts should be reviewed by the means of an environmental impact report instead of a negative declaration on the following grounds.

B10-1

1. This project will cause a very substantial increase in traffic and have other detrimental affects which will cause the loss of prime farmland. The resulting increase in traffic will cause an increase in air pollution, vandalism, noise, and all other related problems that an increase in traffic and the intrusion of the public bring into farming areas. The project borders prime land that is a part of the Oxnard/Camarillo greenbelt and undue burdens will be placed on the owners of farmland causing the likely loss of irreplaceable agricultural acreage.

2. The environmental impact of this project cannot be determined unless it is part of an EIR considering all of the related road projects. This project is one of several connected and seamless road projects being built from the Port of Hueneme and Pacific Coast Highway and through the Las Posas Valley. The cumulative affect of this and the connecting road projects cannot be determined without an EIR that considers all such road projects as a single project and its resulting impact on the environment of Ventura County. The proposed Negative Declaration fails to recognize that this is not an isolated project but a part of one very large road project, the effects of which cannot be determined without a single EIR. This has been intentionally done to avoid disclosing the cumulative impacts of this project combined with the other directly related road projects.

B10-2

3. The project will cause a very substantial increase in traffic which will significantly and adversely affect nearby property owners and residences along all of the related road projects. By increasing traffic capacity because of this project, this will result in an increase in crime, pollution, and noise which will have significant adverse

B10-3

**ROSENMUND, BAI0 & MORROW**

FREDERICK ROSENMUND  
ROCKY J BAI0  
MICHAEL A. MORROW

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OFFICE MANAGER  
GAIL M. LEAMY

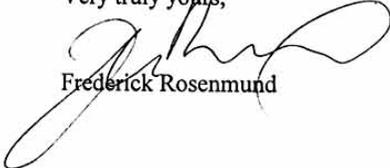
Oxnard Transportation Planning  
August 20, 2001  
Page two

affects on the local property owners and all residents who live near this and the connecting road projects. ↑ B10-3  
Cont'd

4. This project will be growth inducing which will have significant impacts on local property owners and residents. The project proposes to triple the traffic capacity of the interchange. Creating this increase in traffic will have substantial environmental impacts which can only be measured by an EIR. The resulting urbanization of the surrounding area and along the related road projects will bring an increase in the number of crimes and the commission of more serious criminal activities along the lengthy freeway that this and the other road projects will create. | B10-4

5. An EIR for this specific project should be required as it proposes to triple the traffic volume of the interchange. Such an increase in traffic has to have substantial environmental impact on residents and nearby property owners which can only be measured by an EIR. | B10-5

Very truly yours,

  
Frederick Rosenmund

FR:jd

***Response to Comment B10-1***

The proposed project, by itself, would not generate new traffic but would accommodate increases in traffic that are expected to occur, with or without the project, as a result of planned growth and development.

The impacts of the proposed project on existing agricultural land, which are described on pages 55 and 56 of the June 28, 2001 IS/EA, would not be significant. Noise impacts are described on pages 47 through 50 of the IS/EA. As shown in Table 9 of the IS/EA, the proposed improvements would result in up to a 3-decibel increase in noise levels at some sensitive receptors. This increase would not be significant. Since the proposed project would not include the development of new land uses it would not generate new traffic that would result in increased air pollutant emissions. Additionally, the proposed project would reduce vehicle delay and idling and improve the levels of service at study intersections compared to what would occur without the proposed project. Vehicle idling is the major contributor to carbon monoxide emissions. There is no evidence to suggest that the proposed improvements would increase vandalism and crime in the area. The proposed improvements, which would include new landscaping and lighting, would improve the appearance of the area, which could help deter crime and vandalism.

***Response to Comment B10-2***

Several points need to be made with regards to the cumulative effects of the proposed project and other transportation improvements.

First, it should be recognized that implementation of the proposed project is not dependent on completion of other transportation projects in the project area or the County. The proposed improvements are necessary to correct deficiencies in the existing interchange and to alleviate significant safety and congestion problems, both present and projected.

Second, the proposed project's cumulative effects would be limited as described below.

*Cumulative Traffic Impacts* – The proposed project would not increase traffic since it does not include new land use development (e.g., new residences or businesses) that would generate new vehicle trips. Consequently, the proposed project would not contribute to cumulative traffic impacts.

Additionally, it should be noted that the traffic forecasting model that was used to develop the 2024 traffic forecasts presented in the IS/EA takes into account both planned increases in capacity in the transportation corridor and future growth anticipated under existing land use plans. Thus, these future forecasted traffic volumes, which were used as the basis of several environmental analyses in the IS/EA, represent the future cumulative traffic conditions.

*Cumulative Air Quality Impacts* – As stated above, the proposed project would not generate additional traffic since it does not include new land use development. Consequently, the

proposed project would not result in additional pollutant emissions from motor vehicle traffic. Furthermore, as stated on page 46 of the June 28, 2001 IS/EA, the proposed project would not cause or contribute to new localized carbon monoxide violations. In fact, the project could have a beneficial effect on air quality by reducing vehicle delay and idling and improving the levels of service at study intersections in the vicinity of the interchange. Therefore, the proposed project would not contribute to long-term adverse cumulative air quality impacts.

The significance of localized cumulative construction air quality impacts would depend on whether construction of the proposed project overlaps with other construction projects in the area, the cumulative amounts of pollutants generated by these projects, and the proximity of nearby sensitive receptors. The June 28, 2001 IS/EA identified only one other project in the immediate vicinity of the proposed Rice Avenue/U.S. 101 Interchange project, the proposed Santa Clara Avenue widening project. This project has not yet been approved and it is not known when widening of Santa Clara in the immediate vicinity of the Rice Avenue/U.S. 101 Interchange would occur. If construction were to overlap with the proposed project, it is expected that cumulative impacts would be minimized by implementation of the mitigation measures identified in the IS/EA.

*Cumulative Noise Impacts* – According to the Noise Study, existing noise levels (Leq for the loudest hour) at modeled noise-sensitive receptors would increase by up to 3 decibels due to the proposed interchange improvements and forecasted future increases in traffic due to local and regional growth. This increase is not significant. Since the proposed project does not include new land use development that would generate additional traffic, it would not contribute to increases in noise levels outside the immediate project area. Consequently, the proposed project would not result in significant cumulative noise impacts.

*Cumulative Biological Impacts* – As discussed in the IS/EA, the proposed project would not affect any state or federally listed sensitive plant species. Potential impacts on migratory birds due to the removal of mature trees would be mitigated by implementation of the measures identified in this IS/EA. The proposed project would also not result in the removal of any important or sensitive natural habitat or communities. Consequently, the proposed project would not contribute to cumulative impacts to biological resources.

*Cumulative Farmland Impacts* – The proposed project would require a narrow strip of farmland along Santa Clara Avenue, approximately 0.16 hectares (0.4 acres) in size, on which no crops are grown. Additionally, 1.4 hectares (3.6 acres) of prime farmland and farmland of statewide importance would be acquired in the southeast quadrant of the interchange, which would result in the displacement of some crop producing land. The loss of farmland due to right-of-way acquisition would represent a small percentage of the affected agricultural properties and 0.0003 percent of the total farmable land in the county.

A review of other transportation projects proposed in the area, for which environmental documents have been prepared, revealed that the following impacts to farmland would occur:

- Reconstruction of the SR-1/Pleasant Valley Road Interchange and southerly extension of Rice Avenue to Hueneme Road

Farmland Impact: loss of 24 hectares (60 acres) of prime farmland

- Reconstruction and widening of the SR 118/SR 34/Donlon Road Intersection.

Farmland Impact: loss of 1.2 hectares (3 acres) of farmland, only 65 percent of which is active or suitable agricultural land

- Widening of Lewis Road between Hueneme Road Bridge and Ventura Boulevard

Farmland Impact: loss of 10.2 to 14.9 hectares (25.3 to 36.8 acres) of prime and statewide farmland

- Widening of Santa Clara Avenue

Farmland Impact: loss of 9.6 hectares (23.6 acres) of prime/statewide farmland

Cumulatively, these projects and the proposed project could result in the loss of approximately 57 to 61 hectares (141 to 151 acres) of farmland. Other future planned transportation projects in addition to the ones identified above may also result in the loss of farmland.

According to the Ventura County Initial Study Guidelines, the loss of 5 or more acres of prime/statewide farmland that is designated as Agricultural under the Ventura County General Plan is considered a significant impact. Based on this threshold, the combined effect of the transportation projects would be cumulatively significant. However, the agricultural property in the southeast quadrant of the Rice Avenue/U.S. 101 interchange that would be affected by the proposed project is officially designated as an urban land use area in the Ventura County General Plan and a commercial/industrial land use area in the City of Oxnard General Plan. Therefore, the property is not subject to the Ventura County significance thresholds nor is it subject to the Save Open-Space and Agricultural Resources (SOAR) initiative passed in November 1998. Since the proposed project would not result in the loss of active farmland currently designated for agricultural uses under existing land use plans, it would not contribute to a significant cumulative farmland impact.

*Cumulative Housing and Population Impacts* – The proposed project would displace 18 mobile homes and two single-family homes that are likely to be occupied by minority and low-income persons. Proposed measures to mitigate potential impacts include relocation payments and assistance in accordance with federal requirements. A review of the other transportation projects proposed in the area, for which environmental documents have been prepared, revealed that only one other project, the reconstruction of the SR-1/Pleasant Valley Road Interchange would result in residential displacements. That project, which is under construction, resulted in the displacement of 3 mobile homes. Thus, the proposed project and other related transportation projects would not result in significant cumulative housing and population impacts. Since the proposed project does not include new land use development, it would not directly increase the population in the area. Therefore, the proposed project would not contribute to cumulative impacts due to changes in the growth rate or density of the population in the area.

***Response to Comment B10-3***

Please see the response to Comment B10-1.

***Response to Comment B10-4***

The June 28, 2001 IS/EA acknowledges that the proposed project would alleviate congestion and improve safety at the interchange, which could facilitate commercial and industrial development in the project area. However, the IS/EA also acknowledges that any potential project-induced growth is anticipated in and is consistent with local land use plans. Also, it should be noted that the proposed project does not involve the construction of a new interchange where one does not currently exist. Rather, the proposed project consists of the reconstruction of the existing interchange to correct existing deficiencies and to increase capacity to accommodate existing and projected future traffic volumes. Furthermore, the commenter provides no analysis or evidence to support their assertions that project-induced growth would have significant impacts on local property owners and residents and would increase the number or severity of crimes.

***Response to Comment B10-5***

Please see the responses to Comments B10-1 through B10-4 above. Based on the analysis in the IS/EA, the proposed project would not result in unavoidable significant impacts to the environment. The commenter provides no evidence to support their assertion that the proposed project would have a substantial environmental impact on residents and nearby property owners.

Comment Letter B11

SAKIOKA FARMS

August 9, 2001

Mr. Ronald Kosinski, Deputy District Director  
Caltrans Office of Environmental Planning  
120 South Spring Street  
Los Angeles, California 90012

RE: Rice Avenue/Hwy. 101 Environmental Assessment

Dear Mr. Kosinski:

Sakioka Farms is the owner of approximately 430 acres of unimproved land fronting on to Hwy. 101 to the North, Rice Avenue to the West, the Procter & Gamble facility to the South, and on both sides of Del Norte to the East.

We received a copy of the Initial Study/Environmental Assessment for the Rice Avenue/U.S. 101 Interchange Project dated June 28, 2001 that was prepared by Myra L. Frank & Associates, Inc.

We retained LSA Associates, Inc., to assist and advise us on this report. Mr. Les, Card, P.E. and Chief Executive Officer of LSA, has prepared the comments on the Environmental Assessment that follow on our behalf. Please feel free to contact Mr. Card directly if you have any questions on his comments.

Thank you very much for the opportunity to evaluate the Environmental Assessment and to make comments thereon.

Cordially,



Jeffrey D. Littell  
Chief Operating Officer

3183-A Airway Avenue, Suite 2, Costa Mesa, CA. 92626  
(714) 434-9318



LSA ASSOCIATES, INC.  
ONE PARK PLAZA, SUITE 500  
IRVINE, CALIFORNIA 92614

949-553-0666 TEL  
949-553-8076 FAX

OTHER OFFICES: FT. COLLINS  
BERKELEY RIVERSIDE  
PT. RICHMOND ROCKLIN

August 9, 2001

Mr. Ronald Kosinski, Deputy District Director  
Caltrans Office Of Environmental Planning  
120 S. Spring Street  
Los Angeles, CA 90012

Subject: Comments On Rice Avenue/Route 101 Environmental Assessment

Dear Mr. Kosinski:

On behalf of Sakioka Farms, which owns 430 acres adjacent to Route 101 between Rice Avenue and Del Norte Boulevard in the City of Oxnard, the following comments are provided concerning the subject Environmental Assessment (EA) and Negative Declaration (ND).

- 1. Figure 4, page 20, should depict the Sakioka Farms property east of Rice and south of Route 101 as agricultural for the existing condition and, pursuant to the Oxnard General Plan, the property between an extension of Gonzales to Del Norte and Route 101 as Business and Research Park and south of Gonzales as Industrial. B11-1
- 2. The EA and supporting traffic study analyze the existing and future (2024) year conditions at the intersection of Rice Avenue and Gonzales Road. Specific intersection geometrics and alternative mitigation measures are also evaluated and recommended on page 70. It should, however, be confirmed and stated that the Rice Avenue/Route 101 interchange project does not include the construction of any improvements at the Rice Avenue/Gonzales Road intersection. B11-2
- 3. Further, with respect to the specific alternative mitigation measures suggested on page 70, it should also be stated that the Oxnard General Plan contemplates an extension of Gonzales Road east of Rice Avenue, which could substantially change the recommended alternative mitigation measures. B11-3
- 4. The traffic analysis applies a Level of Service (LOS) C (maximum 0.80 v/c ratio) as the maximum acceptable threshold based on City of Oxnard criteria. This threshold is at least one full level of service higher than most urban areas in Southern California and in some cases two levels of service higher. This LOS C criterion is also one full LOS higher than Caltrans normally applies. B11-4

In this context, it is requested that a technical and construction cost analysis be provided that documents the specific project design requirements and mitigation measures that would achieve LOS D (maximum 0.90 v/c ratio) instead of LOS C.

08/09/01<P:\SAK130\EAcomments.doc>



LSA ASSOCIATES, INC.

This request is made in light of the fact that 1) LOS D is a reasonable and acceptable urban LOS standard and 2) adjacent property owners are being requested to provide a substantial financial contribution toward the interchange project. Based on the results of this analysis, reconsideration of the LOS C criterion is requested.

↑  
B11-4  
Cont'd

5. The width of the bridge provides for two southbound left turn lanes at the intersection of the southbound ramps. Based on the relatively small demand (320 vehicles in p.m. peak hour), a single lane may be adequate if the northbound right turns were handled as free right turn movements. This concept may require widening the southbound on-ramp to three lanes but could reduce the width of the bridge by one lane. An evaluation of this alternative design is requested.

B11-5

Thank you for the opportunity to submit these comments. We look forward constructively to the implementation of this interchange improvement.

Sincerely,

LSA ASSOCIATES, INC.

  
Les Card, P.E.  
Chief Executive Officer

cc: Jeffrey D. Littell, Sakioka Farms  
Cynthia Daniels, City of Oxnard

***Response to Comment B11-1***

Comment noted. The figure has been revised to reflect the existing agricultural uses east of Rice Avenue and south of U.S. 101.

***Response to Comment B11-2***

The proposed intersection improvements at the intersection of Rice Avenue and Gonzales Road identified on page 70 of the IS/EA are part of the proposed Rice Avenue/U.S. 101 Interchange Project. These improvements are intended to be long-term improvements that will be implemented as future traffic volumes warrant. Interim improvements to the intersection that are proposed in the near-term for the intersection would be similar to the long-term improvements with the following exceptions: four southbound lanes (three through and one right-turn) are proposed instead of six (four through, one combined through/right-turn, and one right-turn) and five northbound lanes (three through and two left-turn) are proposed in place of six (four through and two left-turn lanes).

***Response to Comment B11-3***

The 2020 Circulation Element of the *2020 General Plan* identifies Gonzales Road extending east from Rice Avenue to Del Norte Boulevard as a primary arterial (6 lanes). The extension of Gonzales Road east of Rice Avenue is not a part of the project. The extension of Gonzales Road will occur as adjacent land develops in accordance with City policy. Please also see response to Comment B11-2.

***Response to Comment B11-4***

Level of Service C is the City of Oxnard's standard. The City is encouraged by the California Environmental Quality Act to identify thresholds of significance for environmental impacts. The City of Oxnard adopted a Level of Service C as its threshold of significance for traffic impacts, and this level of service is also identified in the *2020 General Plan*.

***Response to Comment B11-5***

A free right-turn lane design was studied during early stages in the Project Report. Caltrans was opposed to the idea of a free right-turn lane for pedestrian and bicycle safety reasons. Furthermore, the intersection would operate satisfactorily under the current proposed configuration shown in the Draft Project Report.

Comment Letter B12

**SHUTE, MIHALY & WEINBERGER LLP**  
ATTORNEYS AT LAW

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URBAN PLANNER  
ELIZABETH M. DODD  
OF COUNSEL

August 16, 2001

**Via Federal Express**

Ronald Kosinski, Deputy District Director  
Aaron P. Burton  
Caltrans District 7  
Office of Environmental Planning  
120 S. Spring Street, Los Angeles, CA 90012

**Re: Initial Study/Environmental Assessment for the Rice  
Avenue/U.S. 101 Interchange Project**

Dear Messrs. Kosinski and Burton:

This firm represents Save Our Somis ("SOS") on matters relating to the Rice Avenue/U.S. 101 Interchange Project ("Rice Avenue interchange project" or "project"). SOS is a community-based organization of citizens dedicated to the protection of agriculture, the environment and quality of life in the Somis community. We transmit this letter on SOS's behalf to state our position that Caltrans' proposed negative declaration for the proposed project fails to comply with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code § 21000 et seq. and the CEQA Guidelines, California Code of Regulations, title 14, § 15000 et seq. ("CEQA Guidelines"), and that under CEQA and the National Environmental Policy Act ("NEPA"), 42 U.S.C. § 4321 et seq., Caltrans should analyze the impacts of the proposed project in an EIR/EIS.

B12-1

Members of SOS have seen the rapid, and in many cases, unplanned changes that are resulting from growth in Ventura County and from the substantial expansion of the roadway network in the Las Posas Valley. These unplanned and significant changes will be continued and magnified by the proposed interchange project.

Ronald Kosinski  
Aaron P. Burton  
August 16, 2001  
Page 2

The Rice Avenue interchange project includes reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on and off ramps, and the realignment of Ventura Boulevard. Because the proposed project provides excessive roadway capacity, it will likely result in an increase in traffic levels. The project is also likely to cause numerous other significant environmental impacts including an increase in noise and air pollution and the further destruction of the rural and agricultural character of the Las Posas Valley. Of paramount concern is Caltrans' failure to adequately identify and analyze the cumulative and growth inducing impacts of the Rice Avenue interchange project. The most egregious deficiencies in the Initial Study/Environmental Assessment ("IS/EA") are set forth below.

B12-2

**1. The Project Will Result in Significant Cumulative Environmental Impacts.**

B12-3

One of the more troubling omissions in the IS/EA is the document's failure to address cumulative impacts. NEPA and CEQA require agencies to prepare a cumulative impacts analysis in evaluating the impact of a proposed project. The importance of the cumulative impacts analysis has been repeatedly underscored by both federal and state courts. NEPA defines a cumulative impact as:

the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

40 C.F.R. § 1508.7; see also 40 C.F.R. §§ 1508.25(a)(2), 1508.27(b)(7). The Ninth Circuit has held that "where several actions have a cumulative or synergistic environmental effect, this consequence must be considered in an EIS." City of Tenakee Springs v. Cough, 915 F.2d 1308, 1312 (9th Cir. 1990). The federal courts further require the cumulative impacts analysis to be detailed and supported with empirical data. See, e.g., Natural Resources Defense Council v. Hodel, 865 F.2d 288, 299-300 (D.C. Cir. 1988).

Ronald Kosinski  
Aaron P. Burton  
August 16, 2001  
Page 3

Likewise, CEQA requires a discussion of the environmental impacts, both direct and indirect, of the proposed project in combination with all "closely related past, present and reasonably foreseeable probable future projects." Guidelines § 15355(b); see also Cal. Pub. Res. Code § 21083(b); Guidelines §§ 15021(a)(2), 15130(a), 15358. The discussion of cumulative impacts must "reflect the severity of the impacts and the likelihood of their occurrence" (Guidelines § 15130(b)), and must document its analysis with references to specific scientific and empirical evidence. Mountain Lion Coalition v. California Fish & Game Comm'n, 214 Cal.App.3d 1043, 1047, 1052 (1989).

In contravention of the above authorities, the IS/EA for the Rice Avenue interchange project identifies only one project -- the Santa Clara Avenue and Central Avenue Widening in its discussion of cumulative impacts. The document notes that "if construction of this project or other future proposed projects in the area overlaps with construction of the proposed Rice Avenue/U.S. 101 interchange project, cumulative air quality, noise, traffic, and public utilities and services impacts could occur." IS/EA at 72. Rather than provide an analysis of these cumulative effects, the document does no more than speculate that air pollutant emissions could exceed Ventura County Air Pollution Control District thresholds and that the projects could contribute to traffic congestion and delay due to multiple detours and lane or road closures. Id. Such self-evident ruminations cannot substitute for a thorough analysis of cumulative impacts.

Moreover, the IS/EA fails to identify myriad other projects that would result in significant cumulative impacts, including but not limited to the following:

- Rice Avenue extension (Port Access Demonstration Project) extending from Hueneme Road to the Pleasant Valley/Highway 1 interchange.
- Widening of Rice Avenue to six lanes. This project would connect the Pleasant Valley Road/Highway 1 interchange to U.S. 101. This project is especially significant in that Rice Avenue is designated as the new alignment of SR-1.
- Reconstruction of the Pleasant Valley/Highway 1 interchange.
- The reconstruction and widening of the intersection of SR-118/Highway 34 and Donlon Road.



B12-3  
Cont'd

Ronald Kosinski  
Aaron P. Burton  
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Page 4

- Widening of SR-118 from two to four lanes from the Santa Clara River near Saticoy through the 118 /34 intersection and on to Moorpark. This project is identified as #7 on the Ventura County Transportation Commission priority list in the 1998 Congestion Management Plan for year 2008 construction.
- Widening of Lewis Road between the Hueneme Road Bridge and Ventura Boulevard in order to accommodate increased traffic, primarily from the new CSU, Channel Islands University. This project is proposed by Caltrans and Ventura County.

B12-3  
Cont'd

In addition to its failure to identify and analyze the environmental effects of these roadway projects, the IS/EA also fails to analyze the cumulative environmental impacts resulting from past, present and probable future land use projects as required by CEQA and NEPA. Although Caltrans is aware of development projects in the County, as is evidenced by reference to the development of Cal State University at Channel Islands in its NOP on the Lewis Road project, it fails to consider this project and other land use projects in its environmental analysis.

B12-4  
Cont'd

The Rice Avenue interchange project, would, in combination with other transportation and land use projects in the Las Posas Valley, contribute to environmental impacts, including increased traffic volumes, increased air pollution, growth inducing impacts, and impacts upon biological resources throughout the Valley. Moreover, land use development would result in myriad other environmental impacts including the loss of prime agricultural land in the Las Posas Valley and the loss of wildlife habitat, the impedance of wildlife corridors and loss of sensitive plant and animal species. The failure to consider cumulative impacts resulting from the many related roadway projects, is especially egregious since Caltrans itself is the sponsor or co-sponsor for many of the projects.

B12-5

**2. The Interchange Project Will Have Significant Growth-Inducing Impacts.**

Both NEPA and CEQA require analysis of the growth-inducing impacts of a proposed project, and if those impacts are significant, federal and state law require an EIS and EIR, respectively. 40 C.F.R. § 1508.8(b); Cal. Pub. Res. Code § 21100(b)(5). According to NEPA, the EIS must consider “growth inducing effects and other effects

B12-6

Ronald Kosinski  
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Page 5

related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.” 40 C.F.R. § 1508.8(b). The purpose of this analysis is “to evaluate the possibilities [for new growth induced by the project] in light of current and contemplated plans and to produce an informed estimate of the environmental consequences.” City of Davis v. Coleman, 521 F.2d 661, 676 (9th Cir. 1975). In conducting this analysis, “an agency must use its best efforts to find out all it reasonably can.” Id. Applying this standard, the Ninth Circuit in City of Davis found “totally inadequate” the government agency’s conclusion that a proposed freeway interchange would not have significant growth-inducing effects. Id. Indeed, the court found the interchange an “indispensable prerequisite” and “essential catalyst” for future development. Id. at 674. The court held, moreover, that the uncertainty of whether new development would occur did not make the growth-inducing effects of the interchange “too speculative for evaluation,” but, rather, suggested the need for exploring in the EIS the range of possibilities for potential development. Id.

B12-6  
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CEQA likewise requires that an EIR include a “detailed statement” setting forth the growth-inducing impacts of the proposed project. Cal. Pub. Res. Code § 21100(b)(5); City of Antioch v. City Council of Pittsburg, 187 Cal.App.3d 1325, 1337 (1986). The statement must “[d]iscuss the ways in which the proposed project could foster economic growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” Guidelines § 15126.2(d). It must also discuss how projects “may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively” or “remove obstacles to population growth.” Id.

Like the interchange at issue in City of Davis, the proposed Rice Avenue interchange is an “indispensable prerequisite” and “essential catalyst” for future development. See City of Davis, 521 F.2d at 674. The increase in capacity of the Rice Avenue project, coupled with the myriad transportation projects discussed above, would substantially increase capacity and improve access throughout the entire Las Posas Valley. Equally significant, much of the Valley currently supports agriculture, yet pressure for urban development is clearly mounting. Indeed, the City of Moorpark is already experiencing an increase in residential and office development, and such development is likely to continue with the extensive roadway projects currently underway in the Valley.

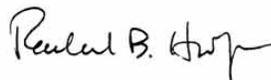
Ronald Kosinski  
Aaron P. Burton  
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While Caltrans need not predict the precise form, location and amount of commercial and residential development resulting from the construction of the interchange, it cannot pretend that none will occur; it simply must assume the general form, location and amount of such development that now seems reasonable to anticipate. The appropriate forum for this analysis is an EIR/EIS.

↑  
B12-6  
Cont'd

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



RACHEL B. HOOPER



LAUREL L. IMPETT, AICP  
Urban Planner

LLI:cb

cc: Brett Tibbitts, Save Our Somis

***Response to Comment B12-1***

Based on the analysis presented in the IS/EA, the proposed project is not expected to result in significant adverse environmental impacts after implementation of proposed mitigation measures. Consequently, a Mitigated Negative Declaration and a Finding of No Significant Impact are the appropriate environmental documents under CEQA and NEPA, respectively.

***Response to Comment B12-2***

The proposed project does not include new development that would generate traffic. The proposed improvements are intended to accommodate existing and forecast traffic volumes that would occur whether or not the project is implemented.

Based on the analysis in the IS/EA, the proposed project would not result in unavoidable significant noise or air quality impacts.

The loss of farmland due to right-of-way acquisition would represent a small percentage of the affected agricultural properties and 0.0003 percent of the total farmable land in the county. Additionally, it should be noted that although the agricultural property in the southeast quadrant of the interchange, i.e., the Sakioka Farms property, is currently used for agriculture, it is officially designated as an urban land use area in the Ventura County General Plan and a commercial/industrial land use area in the City of Oxnard General Plan. Therefore, the property is not subject to the Save Open-Space and Agricultural Resources (SOAR) initiative passed in November 1998 and the acquisition of this property would not affect land designated as permanent agricultural lands.

***Responses to Comments B12-3 through B12-5***

The commenter asserts that the proposed project would, in combination with other related transportation projects and probable future land use projects in the Los Posas Valley, contribute to environmental impacts, including increased traffic volumes, increased air pollution, growth-inducing impacts, impacts upon biological resources, and loss of prime agricultural farmland.

The transportation projects identified in the comment and their status are listed below.

4. Reconstruction of the SR-1/Pleasant Valley Road Interchange and southerly extension of Rice Avenue to Hueneme Road  
Status: under construction; anticipated completion date of August 2003
5. Reconstruction and widening of the SR 118/SR 34/Donlon Road Intersection  
Status: under environmental review
6. Widening of Lewis Road between Hueneme Road Bridge and Ventura Boulevard  
Status: under environmental review; anticipated completion date of February 2005

7. Widening of Rice Avenue to six lanes  
Status: identified in the Circulation Element of the City of Oxnard's *2020 General Plan*; the City does not have funding programmed for the widening. The City's policy is to require widening as the adjacent property develops.
8. Widening of SR 118 from two to four lanes from the Santa Clara River to Moorpark  
Status: identified in the Ventura County Congestion Management Program; currently, neither Caltrans nor Ventura County have any plans or funding for this widening project
9. Widening of Santa Clara Avenue from two to four lanes from Oxnard City limits to SR 118 and widening of Central Avenue to four lanes from U.S. 101 to 1,420 feet west of Santa Clara Avenue  
Status: project approval delayed pending further review; the project would be constructed in stages through the year 2010. The County of Ventura has no funding at this time for the project.

In addition, the comment identified land use projects, including the development of Cal State University at Channel Islands campus, as contributing to cumulative impacts.

In response to the comment, each of the cumulative impacts referenced in the comment are discussed below.

*Cumulative Traffic Impacts* – The proposed project would not increase traffic since it does not include land use development that would generate new vehicle trips. Consequently, the proposed project would not contribute to cumulative traffic impacts.

Additionally, it should be noted that the traffic forecasting model that was used to develop the 2024 traffic forecasts presented in the IS/EA takes into account both planned increases in capacity in the transportation corridor and future growth anticipated under existing land use plans. Thus, these future forecast traffic volumes, which were used as the basis of several environmental analyses in the IS/EA, represent the future cumulative traffic conditions.

*Cumulative Air Quality Impacts* – As stated above, the proposed project would not generate additional traffic since it does not include new land use development. Consequently, the proposed project would not result in additional pollutant emissions from motor vehicle traffic. Furthermore, as stated on page 46 of the June 28, 2001 IS/EA, the proposed project would not cause or contribute to new localized carbon monoxide violations. In fact, the project could have a beneficial effect on air quality by reducing vehicle delay and idling and improving the levels of service at study intersections in the vicinity of the interchange. Therefore, the proposed project would not contribute to long-term adverse cumulative air quality impacts.

The significance of localized cumulative construction air quality impacts would depend on whether construction of the proposed project overlaps with other construction projects in the area, the cumulative amounts of pollutants generated by these projects, and the proximity of nearby sensitive receptors. The June 28, 2001 IS/EA identified only one other project in the immediate vicinity of the proposed Rice Avenue/U.S. 101 Interchange project, the proposed

Santa Clara Avenue widening project. This project has not yet been approved and it is not known when widening of Santa Clara in the immediate vicinity of the Rice Avenue/U.S. 101 Interchange would occur. If construction were to overlap with the proposed project, it is expected that cumulative impacts would be minimized by implementation of the mitigation measures identified in the IS/EA.

*Cumulative Noise Impacts* – According to the Noise Study, existing noise levels (Leq for the loudest hour) at modeled noise-sensitive receptors would increase by up to 3 decibels due to the proposed interchange improvements and forecasted future increases in traffic due to local and regional growth. This increase is not significant. Since the proposed project does not include new land use development that would generate additional traffic, it would not contribute to increases in noise levels outside the immediate project area. Consequently, the proposed project would not result in significant cumulative noise impacts.

*Cumulative Biological Impacts* – As discussed in the IS/EA, the proposed project would not affect any state or federally listed sensitive plant species. Potential impacts on migratory birds due to the removal of mature trees would be mitigated by implementation of the measures identified in this IS/EA. The proposed project would also not result in the removal of any important or sensitive natural habitat or communities. Consequently, the proposed project would not contribute to cumulative impacts to biological resources.

*Cumulative Farmland Impacts* – The proposed project would require a narrow strip of farmland along Santa Clara Avenue, approximately 0.16 hectares (0.4 acres) in size, on which no crops are grown. Additionally, 1.4 hectares (3.6 acres) of prime farmland and farmland of statewide importance would be acquired in the southeast quadrant of the interchange, which would result in the displacement of some crop producing land. The loss of farmland due to right-of-way acquisition would represent a small percentage of the affected agricultural properties and 0.0003 percent of the total farmable land in the county.

A review of the transportation projects listed above, for which environmental documents have been prepared, revealed that the following impacts to farmland would occur:

- Reconstruction of the SR-1/Pleasant Valley Road Interchange and southerly extension of Rice Avenue to Hueneme Road  
  
Farmland Impact: loss of 24 hectares (60 acres) of prime farmland within the unincorporated County of Ventura.
- Reconstruction and widening of the SR 118/SR 34/Donlon Road Intersection.  
  
Farmland Impact: loss of 1.2 hectares (3 acres) of farmland, only 65 percent of which is active or suitable agricultural land, within the unincorporated County of Ventura.
- Widening of Lewis Road between Hueneme Road Bridge and Ventura Boulevard

Farmland Impact: loss of 10.2 to 14.9 hectares (25.3 to 36.8 acres) of prime and statewide farmland land within the unincorporated County of Ventura.

- Widening of Santa Clara Avenue

Farmland Impact: loss of 9.6 hectares (23.6 acres) of prime/statewide farmland within the unincorporated County of Ventura.

Cumulatively, these projects and the proposed project and related transportation projects could result in the loss of approximately 57 to 61 hectares (141 to 151 acres) of farmland. Other future planned transportation projects in addition to the ones identified above could also result in the loss of farmland.

According to the Ventura County Initial Study Guidelines, the loss of 5 or more acres of prime/statewide farmland that is designated as Agricultural under the Ventura County General Plan is considered a significant impact. Based on this threshold, the combined effect of the transportation projects would be cumulatively significant. However, the agricultural property in the southeast quadrant of the Rice Avenue/U.S. 101 interchange that would be affected by the proposed project is officially designated as an urban land use area in the Ventura County General Plan and a commercial/industrial land use area in the City of Oxnard General Plan. Therefore, the property is not subject to the Ventura County significance thresholds nor is it subject to the Save Open-Space and Agricultural Resources (SOAR) initiative passed in November 1998. The SOAR ordinance prohibits redesignation of lands with Agricultural, Open Space, or Rural designations under the County General Plan until December 31, 2020, without direct voter approval. It is important to note, however, that the County SOAR ordinance and County General Plan do not apply to land within the City of Oxnard. Since the proposed project would not result in the loss of active farmland currently designated for agricultural uses under existing land use plans, it would not contribute to a significant cumulative farmland impact.

Additionally, as reported in an August 22, 2001 Los Angeles Times article, recent State data show that over the last 2 years, about 445 hectares (1,100 acres) of cultivated farmland were urbanized in Ventura County. But during the same time period, 324 hectares (800 acres) of previously non-farmed or fallow land were converted to agricultural use. The net effect is that the County lost only about 120 hectares (300 acres) of farmland. According to the article, at the current rate of depletion, it is estimated that it would be another century before the agricultural land inventory is reduced enough in Ventura County to threaten the industry's critical mass.

*Cumulative Housing and Population Impacts* – The proposed project would displace 18 mobile homes and two single-family homes that are likely to be occupied by minority and low-income persons. Proposed measures to mitigate potential impacts include relocation payments and assistance in accordance with federal requirements. A review of the other transportation projects proposed in the area, for which environmental documents have been prepared, revealed that only one other project, the reconstruction of the SR-1/Pleasant Valley Road Interchange would result in residential displacements. That project, which is under construction, resulted in the displacement of 3 mobile homes. Thus, the proposed project and other related transportation projects would not result in significant cumulative housing and population impacts. Since the

proposed project does not include new land use development, it would not directly increase the population in the area. Therefore, the proposed project would not contribute to cumulative impacts due to changes in the growth rate or density of the population in the area.

*Cumulative Growth Inducing Impacts* – The potential of the proposed transportation projects to cumulatively induce substantial growth depends largely on the extent to which they would extend infrastructure into undeveloped or isolated areas or remove impediments to development in the vicinity of the proposed projects.

The projects identified above primarily consist of improvements to and increases in the capacity of the existing transportation infrastructure in order to accommodate existing traffic and projected future traffic generated by development anticipated under existing land use plans. These projects would not extend infrastructure into undeveloped or isolated areas. Also, existing congestion and poor levels of service on local roadways are not likely to be a significant impediment to future regional growth. Consequently, the proposed transportation projects are not expected to induce substantial new unplanned growth. It is acknowledged that these projects, however, would accommodate and in some instances facilitate planned development by improving existing access to vacant or underdeveloped land. These improvements and related land use projects could create pressure for additional development in surrounding areas. However, several regulatory mechanisms would serve to limit development along the transportation corridors. The County's *Guidelines for Orderly Development* state that development in the County should occur within incorporated cities. The Oxnard/Camarillo Greenbelt is an agreement between the Cities of Oxnard and Camarillo not to annex or develop agricultural lands in the greenbelt area between the two cities. Also, as discussed above, the SOAR ordinance prohibits redesignation of lands with Agricultural, Open Space, or Rural designations under the County General Plan until December 31, 2020, without direct voter approval. These existing policy directives and regulatory controls would prohibit growth in some areas and direct growth to those areas that could best accommodate new development.

Lastly, it should be noted that a detailed discussion of the cumulative and growth inducing impacts due to transportation and land use development projects in the County of Ventura and Los Posas Valley is beyond the scope of this IS/EA. Those issues are best addressed in the environment documents prepared by the local jurisdictions for their general plans or by regional agencies such as the Southern California Association of Governments (SCAG) for regional transportation plans. Accordingly, the reader is referred to the Final EIR for the County of Ventura General Plan, the Final EIR for the City of Moorpark General Plan, June 1990 *Final EIR for the City of Oxnard 2020 General Plan* and the Program EIR prepared by SCAG for the *2001 Regional Transportation Plan Update* for additional discussion of these issues.

***Response to Comment B12-6***

Please see the responses to Comments B10-4 and B12-3 through B12-5 above.

Also, it should be noted that the proposed project does not involve the construction of a new interchange where one does not currently exist. Rather, the proposed project consists of the reconstruction of the existing interchange to correct existing deficiencies and to increase capacity

to accommodate existing and projected future traffic volumes. Future traffic volumes are expected to increase whether or not the proposed project is implemented. Thus, there is a significant difference between the proposed project and the interchange project in City of Davis v. Coleman referred to in the comment. The project in City of Davis v. Coleman involved the construction of a large interchange on a major interstate highway in an agricultural area where no connecting road existed. Therefore, the court concluded that the growth-inducing effects of the interchange were its “raison d’etre.”

Comment Letter B13



August 20, 2001

Ms Cynthia Daniels, Sr Project Coordinator  
Public Works Administration  
City of Oxnard  
305 West Third Street  
Oxnard, CA 93030

Certified #7000 1670 0008  
2766 9076

RE: Rice Avenue/101 Interchange Reconstruction

Dear Ms. Daniels:

As Fred Kavli's authorized representative, I am writing to express our urgent plea to reconsider the current interchange plan.

B13-1

As owners of two parcels on the southwest side of the interchange, we were surprised that the interchange has been redesigned such that it will require the taking of land in this quadrant. When the business park was planned and built several years ago the interchange had been designed and the business park dedicated the land necessary for the future interchange. There currently is a large right of way for the southbound offramp without the taking of additional land. A freeway offramp merge lane already exists as well as a right turn lane at Rice and Gonzales.

Based on the long-standing interchange design, we have new office buildings in the plans development process and these will now become worthless should Caltrans go forward with its current plan.

The northbound Rice Avenue to the 101 South onramp should provide access without stopping, like Rose Avenue, as this is the direction of highest traffic volume at the interchange including the anticipated port traffic..

B13-2

1801 SOLAR DRIVE, STE 250, OXNARD, CALIFORNIA 93030 (805) 604-0700 FAX (805) 485-3899

Ventura Blvd should flow under the bridge and not have a cul de sac on the west side and a gross misalignment on the east side. | B13-3

The impact of the current design on the property owners on the north side of the freeway is terrible, especially the realignment of Ventura Bl. Again, why can't it continue under the Rice Ave bridge? | B13-4

Finally, calling the current plan the "Preferred Alternative", when the only other choice is not to build, is offensive. It is highly unlikely that this plan is preferred by anyone but Caltrans. | B13-5

Please consider further study on this interchange. There must be better alternatives than the one proposed, one that will minimize the impacts on the local community. Please put the bridge back into its previous alignment.

If you have any questions, I may be contacted at the number and address above.

Sincerely,



Ken Bauman  
Director of Real Estate

***Response to Comment B13-1***

Current project plans in the Draft Project Report indicate that small sliver takes (i.e., less than 5 meters (16 feet) in width) would be required for right-of-way from the north end of four parcels in the southwest quadrant of the interchange. These minor takes of property would not preclude development of those parcels that are currently undeveloped.

***Response to Comment B13-2***

Please see the response to Comment B11-5.

***Response to Comment B13-3***

The current configuration of Ventura Boulevard forces eastbound traffic on Ventura Boulevard to pass under the Rice Avenue overcrossing directly onto northbound U.S. 101 on a substandard hook ramp. Therefore, the through movement for eastbound Ventura Boulevard traffic does not exist today. The alignment of Ventura Boulevard west of the interchange is established in the *Rose-Santa Clara Corridor Specific Plan*, which the City adopted in July 1986. The *Specific Plan* identifies that Ventura Boulevard west of the interchange would become a cul de sac when the interchange is constructed. Please see the response to comment B1-4 for more information. There were two options to deal with westbound traffic east of Rice Avenue on Ventura Boulevard traffic. The first involved re-routing this traffic down Nyeland Avenue to Eucalyptus Drive and back to Santa Clara Avenue. This would increase traffic through an existing residential neighborhood. This was found to be unacceptable, therefore option two was to relocate Ventura Boulevard and keep its present connection to Santa Clara Avenue. Three re-alignment alternatives were studied for the relocation of Ventura Boulevard. Every effort was made to minimize impacts to the community by selecting the alignment with the least residential and commercial displacements. Please also see response to Comment C4-29.

***Response to Comment B13-4***

Comment noted. Please see the response to Comment B13-3 above.

***Response to Comment B13-5***

Comment noted. Also see the responses to Comment B2-3 for a discussion of alternatives evaluated in prior studies and Comment B13-3 above.

Comment Letter C1

6465 La Cumbre Rd.  
Somis, Ca. 93066  
August 12, 2001

Hon. Mayor Lopez & Members of the City Council  
City of Oxnard  
305 W. Third St.  
Oxnard, Ca. 93030

Ms. Cynthia Daniels  
Transportation Planning Department, City of Oxnard  
305 W. Third St.  
Oxnard, Ca. 93030

Re: Rice Ave./U.S. 101 Interchange Improvement Project

Dear Mayor Lopez, City Council Members, and Ms. Daniels:

I am enclosing for your consideration a comment letter I have submitted to Caltrans regarding the above-mentioned project. The gist of it is to request that the environmental documentation for the project first be required to give full and proper analysis of the cumulative impacts of the larger corridor project of which this project is a key segment.

Thank you for your consideration.

Sincerely,



Patricia Feiner Arkin

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ENGINEERING DESIGN

Patricia Feiner Arkin  
6465 La Cumbre Rd.  
Somis, Ca. 93066  
August 12, 2001

Mr. Ron Kosinski, Chief  
Caltrans Office of Environmental Planning  
120 S. Spring Street  
Los Angeles, Ca. 90012-3606

Re: Rice Avenue/U.S. 101 interchange Improvement Project

Dear Mr. Kosinski:

Below are my comments and questions regarding the Negative Declaration and Draft IS/EA for the above-mentioned project.

**Cumulative Impacts:** The negative declaration and IS/EA provide inadequate environmental review of the project by failing to address the **cumulative impacts** of this project when considered in conjunction with the many other major highway-widening projects that have recently been, are currently being, or will soon be undertaken along the same corridor that this project is unquestionably an integral part of. The IS/EA and negative declaration improperly downplay to the level of "no significant impacts" what are in fact **highly significant impacts**, cumulatively and, in some cases, project-specifically, such as **land use, growth-inducement, loss of agricultural resources, traffic-inducement, neighborhood character, air quality, and noise**. An EIR with full disclosure and discussion of these significant cumulative impacts would be the more appropriate form of environmental document and would provide the only likely means for ever achieving meaningful mitigation.

C1-1

If this letter were to be reduced to one sentence, it would be with this question: At what point, if ever, during the planning and construction of the various segments of the over 25-mile-long major regional transportation corridor that is currently being built, piecemeal, from the Port of Hueneme to the City of Moorpark, do Caltrans and its partner agencies ever intend to conduct environmental review of the cumulative impacts that will result from the larger corridor project?

CEQA Section 15355 (b) states that "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." CEQA section 15130 (a) states that "Cumulative impacts shall be discussed when they are significant."

In light of the many present, past and reasonable foreseeable probable future highway-widening projects (see partial list below) that have been and are being undertaken by Caltrans and other local or regional road-building agencies along the same corridor, there is no question that this project is a **key segment of a 25-plus mile long major regional transportation corridor** that is being built, in piecemeal fashion, **through some of the most important remaining agricultural lands in Ventura County without any disclosure or environmental review whatsoever** of the **significant cumulative impacts** that the creation of this major traffic corridor will necessarily lead to.

Kosinski, Ron  
August 12, 2001  
Page 2

The larger intended corridor, of which this project is just one important segment, will extend for more than 25 miles from the Port of Hueneme through to the City of Moorpark and the 118 and 23 freeways. It will convert local, rural 2-lane roadways into a major regional 4-to-6-lane divided highway. The cumulative impacts from such a major transportation corridor being imposed upon the existing farmlands of the Oxnard Plain and Las Posas Valley will be highly significant, and at the very least will require severe efforts at mitigation. Whether they can even ultimately be mitigated remains to be seen, but at the very least, these impacts should be disclosed in a full EIR analyzing the cumulative impacts of the larger intended regional corridor being created, so that the necessary public policy debates and decisions will at least have had the opportunity to take place.

A partial list of closely related past, present and reasonable foreseeable probable future projects along this corridor-in-the-making includes:

- the present Pleasant Valley/Rice Ave. massive interchange project;
- the imminent extension of Rice Ave. through virgin farmland to Hueneme Rd.;
- the recent past and ongoing widenings of Rice Ave. to 4-and-6 lanes along its entire length south of the 101;
- the intended redesignation of Rice Ave. to become the new alignment for SR 1;
- this project (which will widen the Rice Ave. overcrossing of the 101 from 2 to 6 lanes and extend the ongoing corridor-widening project north of the 101 to Santa Clara Ave.);
- the Ventura County Public Works Department's present efforts to seek EIR approval to widen (into a 4-lane divided highway) the approximately 3-mile length of Santa Clara Avenue that begins immediately north of this project and that will connect this project to SR 118;
- Caltrans' present efforts to get environmental approval for a proposed massive intersection requiring 4-lane-highway-sized rights of way at the junction of SR 118 and SR 34 in Somis; and
- other probable, foreseeable and indeed already on-the-books [e.g. Ventura County Congestion Management Plan, SCAG RTP, Caltrans PSR's] intended widenings of all the remaining sections of SR 118 between Moorpark, Santa Clara Ave and SR 126.

Wherever major new, widened transportation corridors have been built (especially those in proximity to already-existing population centers), intensified growth pressures have inevitably followed and the agricultural lands along those corridors have, sadly, been the first to succumb. The passage of the SOAR initiative in Ventura County is no panacea; its provisions will expire within approximately 18 years. Additionally, the increased carrying capacity that goes with widened highways inevitably brings with it ever-more induced traffic (over and above the amount of traffic that would be expected from population growth alone), ever-more singular overreliance on the automobile and trucks for the movement of people and goods, and the concomitant continued degradation of air quality and increased noise levels that comes from ever-increasing numbers of vehicles and vehicle miles traveled.

The IS/EA states that a primary purpose of this project is to increase traffic capacity in order to handle future projected traffic volumes. In that case, in regard to air quality, the environmental analysis should go well beyond the easy issues of temporary air quality impacts during the construction phase and the possibility of short term air quality

C1-1  
Cont'd

Kosinski, Ron  
August 12, 2001  
Page 3

improvements due to temporarily improved traffic flow. Instead, **air quality impact analysis should disclose the significant medium-term and long-term negative air quality impacts** that will inevitably result as traffic volumes increase over time (anticipated traffic increases being the very purpose for which this project is being proposed).

Any one (indeed all) of the above-mentioned projects along this corridor-in-the-making should each have undergone full disclosure and analysis of the important cumulative impacts of the larger intended project so that the important public policy debate could have the opportunity to take place and so that alternatives, possible mitigations and the like could be discussed and undertaken in timely fashion. It is too late to do this for a few of the earlier projects, since their environmental documents, however lacking, have already been finalized. It is not too late, however, to remedy the situation going forward, for the remaining project segments that are being undertaken, including this one. Proper public policy debate and decision-making on important matters such as Ventura County's future quality of life, the future of its agricultural resources, the need for improvements in public transportation and a more balanced transportation system, and the desirability of more and better coordination between transportation planning and land use planning will never even have the opportunity to take place if the very environmental documentation being relied upon by decisionmakers for information keeps turning a blind eye to the most significant environmental impacts that a proposed project will create or collectively contribute to.

↑  
C1-1  
Cont'd

Thank you for this opportunity to comment.

Sincerely,



Patricia Feiner Arkin

cc: Dr. Manuel M. Lopez, Mayor  
Members of the Oxnard City Council  
Cynthia Daniels

***Response to Comment C1-1***

Please see the responses to Comments B12-3 through B12-6.

Comment Letter C2

August 10,2001

Lawrence R. Carter  
2875 Ventura Blvd.  
Oxnard, Ca. 93030

Mr. Ronald Kosinski, Deputy District Director  
Caltrans District 7  
Office of Environmental Planning  
120 S. Spring St.  
Los Angeles, Ca 90012

Re: Rice Ave. / 101 Fwy. Interchange Project  
07-VEN-101, KP 31.4/33.0

Dear Mr. Kosinski:

I am against the sound wall that is being proposed along the 101 fwy. Between Orange Dr. and Santa Clara. The wall will seriously affect the property values and the businesses along the freeway. The businesses depend on the visibility from the freeway for their customers. | C2-1

I also think that the design proposed by Caltrans in 1993 that the people of Nyeland Acres accepted should be the design built. | C2-2

The on and off ramps on the south side of the freeway from that same design are better than the proposed on and off ramps now being considered. | C2-3

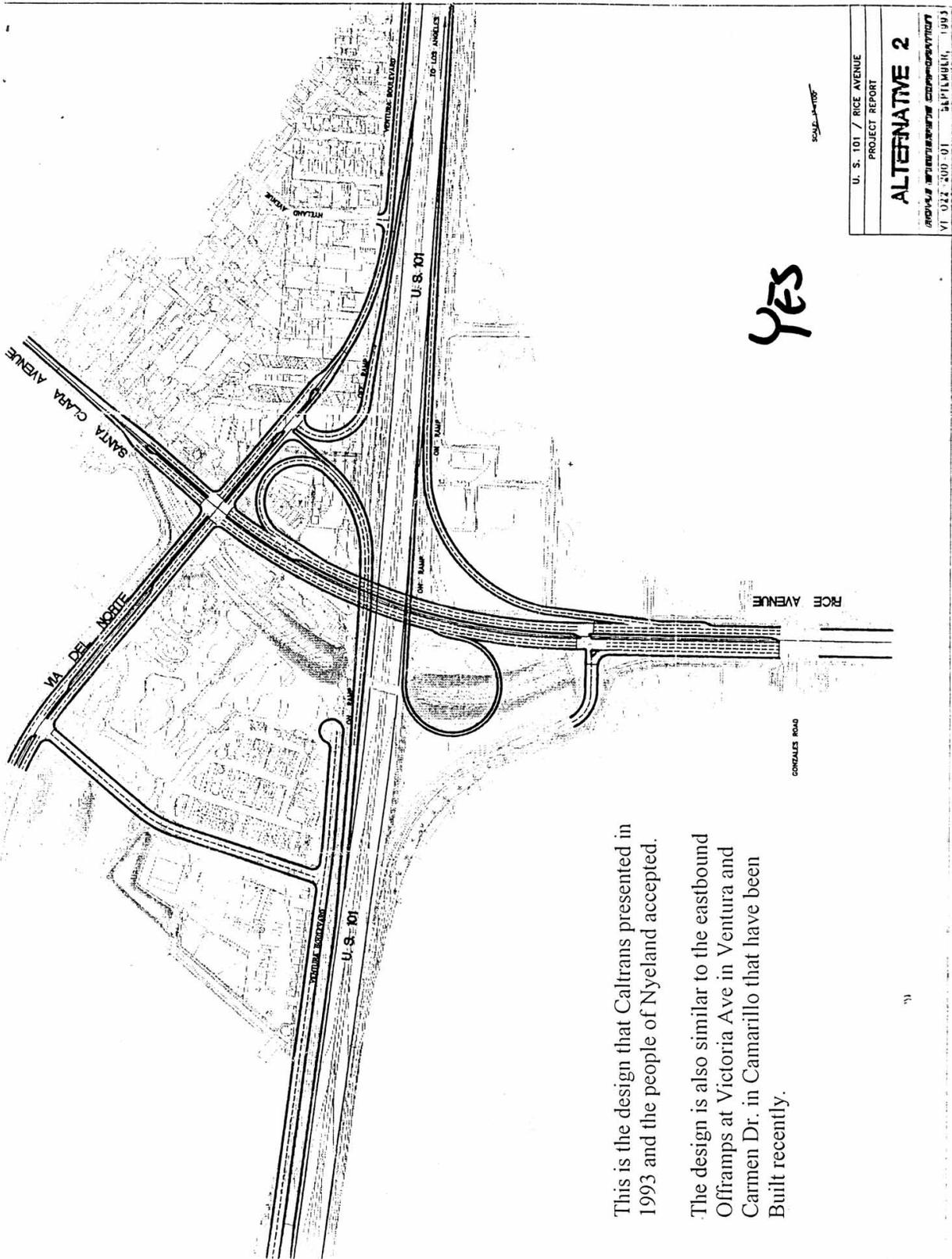
All designs can be modified, that's why they have erasers. The design of the westbound on ramp at Rose was modified to accommodate the Church. This design can be modified to accommodate the Nyeland Acres neighborhood.

I resent the City of Oxnard for not holding workshops about this project in the neighborhood and getting recommendations from the people that are affected. They just came out and dictated what you were going to do. | C2-4

Thank you.



Lawrence R Carter

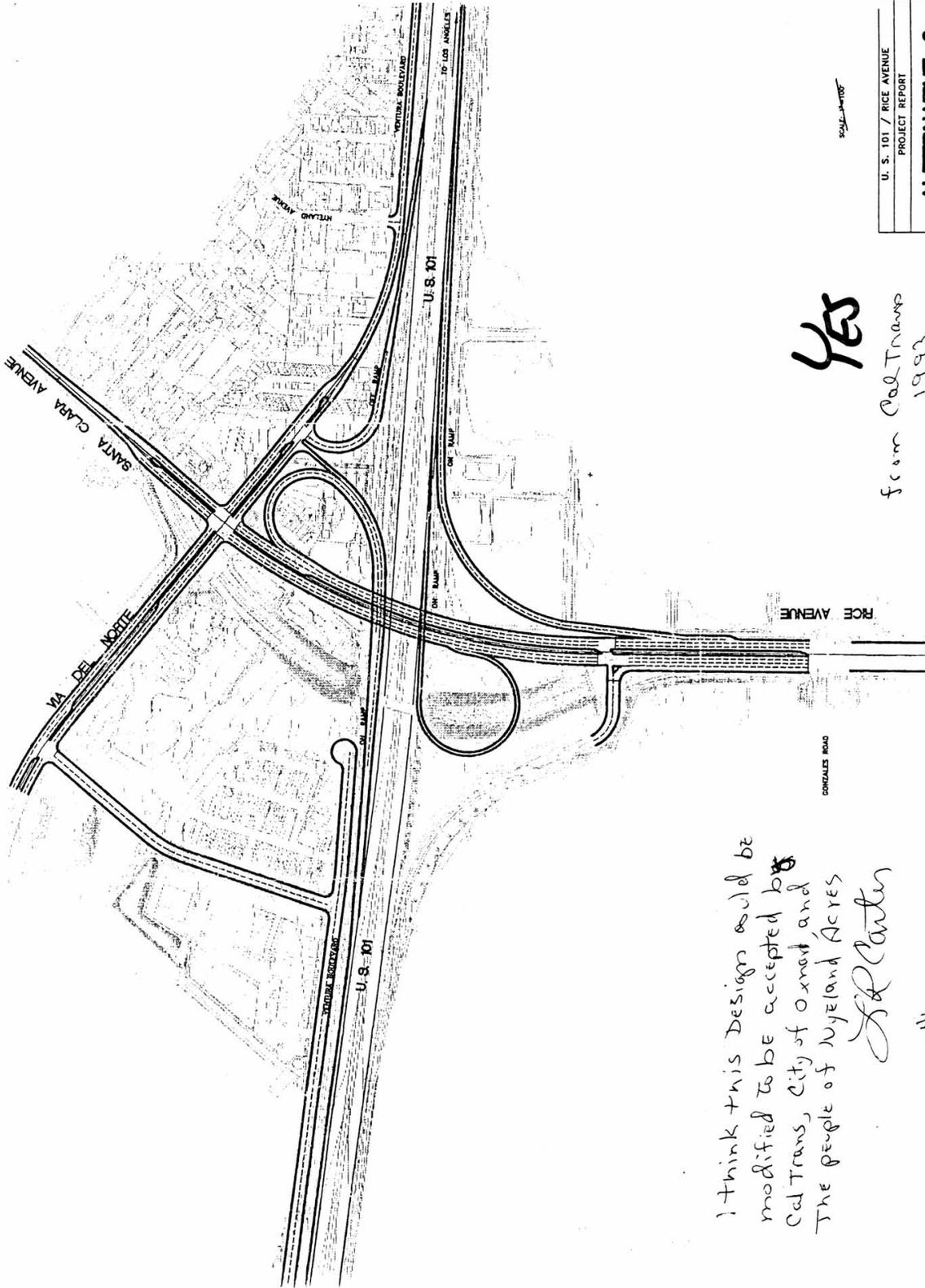


YES

This is the design that Caltrans presented in 1993 and the people of Nyeland accepted.

The design is also similar to the eastbound Offramps at Victoria Ave in Ventura and Carmen Dr. in Camarillo that have been Built recently.

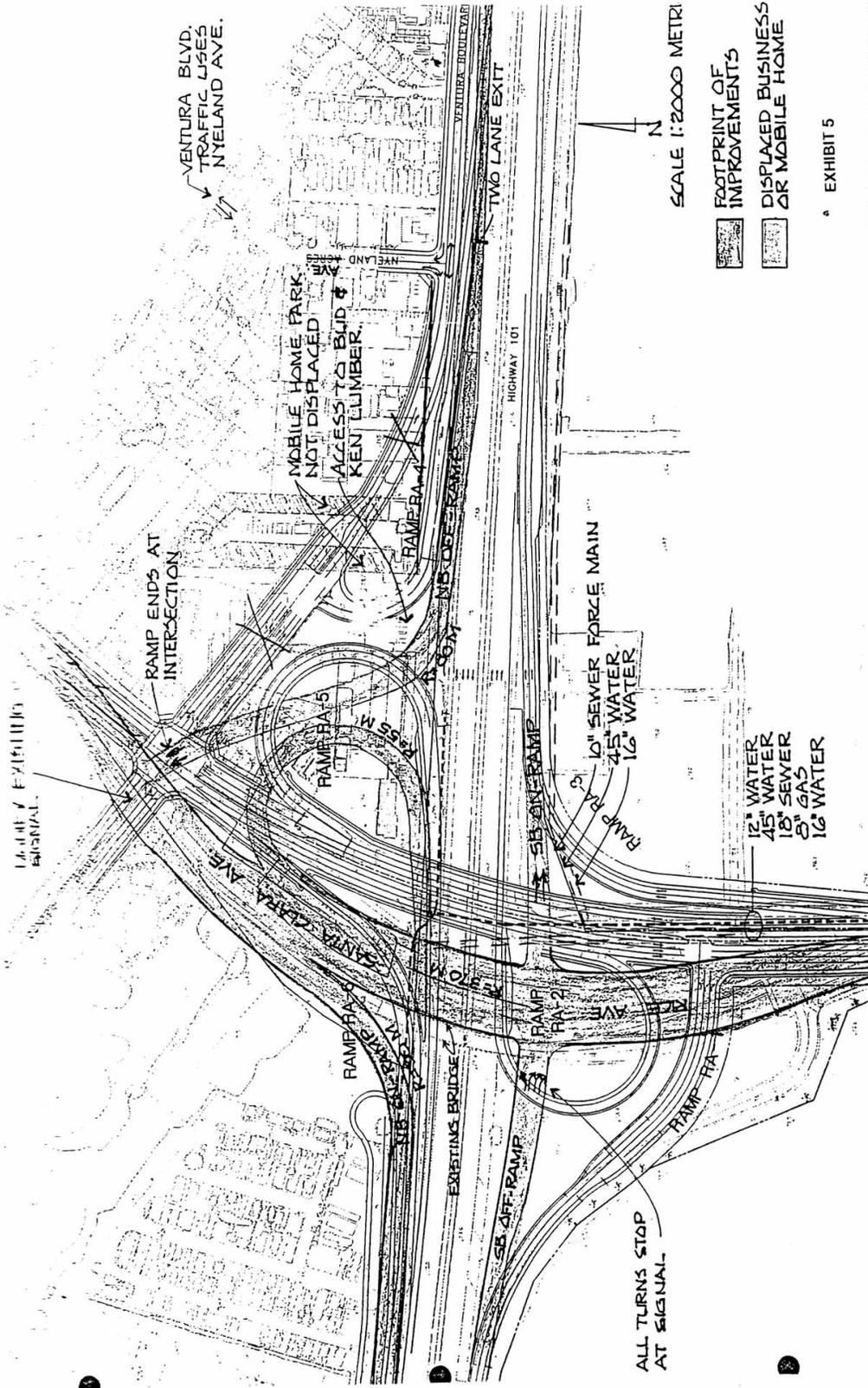
U. S. 101 / RICE AVENUE PROJECT REPORT
<b>ALTERNATIVE 2</b>
PROJECT PREPARED BY: M&E CONSULTANTS VI 022 200 01 SEPTEMBER, 1993



U. S. 101 / RICE AVENUE PROJECT REPORT
<b>ALTERNATIVE 2</b>
REVISED INITIAL STUDY/ENVIRONMENTAL ASSESSMENT VI 022 200 01 SEPTEMBER, 1994

**Yes**  
from CalTrans  
1993

I think this Design could be modified to be accepted by CalTrans, City of Oxnard and The People of Myeland Acres  
J.P. Carter



from City of Oxnard  
9-17-98

***Response to Comment C2-1***

Please see the response to Comment B1-1.

***Response to Comment C2-2***

Please see the response to Comment B2-3 for a discussion of alternatives considered in prior studies and the reasons they were eliminated from further consideration. The 1993 Alternative attached to the comment letter was identified as Alternative 2 in the 1994 Draft Project Report, and is similar to Alternative 2 in the 1997 Draft Project Report.

***Response to Comment C2-3***

The on- and off-ramps proposed under the current design would require much less right-of-way for construction than the 1993 design. In addition, moving the U.S. 101 southbound exit farther to the north provides a maximum weaving distance between the ramp intersection and the Rice Avenue/Gonzales Road intersection. This weaving distance will become more critical as build-out occurs south of U.S. 101. A loop ramp in the southwest quadrant is not warranted based on traffic volumes; therefore, the southbound off-ramp configuration does not need to accommodate a future loop ramp.

***Response to Comment C2-4***

A number of meetings have been held with the local residents and business owners to present information on the proposed project and to solicit comments. These meetings have occurred on the following dates:

- September 9, 1993 (Open House and Informational Workshop);
- September 17, 1998 (El Rio/Del Norte Municipal Advisory Council meeting);
- July 18, 2000;
- July 19, 2001 (meeting with California Rural Legal Assistance and Owl Mobile Home Park tenants);
- August 10, 2001 (meeting with local business owners); and
- August 16, 2001 (El Rio/Del Norte Municipal Advisory Council meeting).

A public hearing was also held on July 31, 2001 at the Oxnard City Council chambers to receive comments on the proposed project and the IS/EA.

Comment Letter C3

Thomas D. Harvey  
5307 Reef Way  
Oxnard, California 93035  
Phone/Fax 805/815-3244

August 10, 2001

Ms. Cynthia Daniels  
Senior Project Coordinator  
City of Oxnard  
Transportation Planning Program  
305 W. Third Street  
Oxnard, California 93030

Re: Rice Avenue/Hwy 101 Initial Study/Environmental Assessment  
& Business Relocation Assistance  
Assessor Parcels 149-100-350 (2641 Ventura Blvd.), 149-100-360 (2651  
Ventura Blvd.) And 149-100-330 (2665 Ventura Blvd.)

Dear Ms. Daniels:

After attending this morning's meeting at the City Council Chambers I am writing to voice my concern regarding the proposed sound wall that will be a part of this project. As a property owner, and in my capacity as Trustee of the Harvey Family Trust, I feel the construction of such a sound wall will have a detrimental effect on the businesses fronting on Ventura Blvd. Exposure to the thousands of cars that make daily trips on the 101 Freeway past these properties is critical to the on-going life of the small business located along this corridor. Construction of a sound wall that will visually block these businesses will not only impact their day-to-day ability to survive, but will also have a negative impact on the ultimate property values for the owners.

I urge that construction of this sound wall be re-evaluated, with consideration given to the livelihood of the business and property owners, all of whom have paid their fair-share of taxes to support the City of Oxnard, County of Ventura, and State of California.

Sincerely,



Thomas D. Harvey

TDH/s

C3-1

*Response to Comment C3-1*

Please see the response to Comment B1-1.

Comment Letter C4

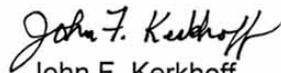
Mr. Ron Kosinski, Chief  
Office of Environmental Planning  
Department of Transportation (Caltrans District7)  
120 S. Spring Street  
Los Angeles, CA 90012

Ms. Cynthia Daniels  
Planner, AICP  
City of Oxnard Transportation Planning (Federal Highway Administration)  
305 West Third St.  
Oxnard, CA 93030

Dear Mr. Kosinski & Ms. Daniels;

Pursuant to the August 20, 2001 deadline for comments regarding the IS/EA for the 101/Rice Ave. Interchange I am having my "Critique Comment Notebook " hand delivered to each of you today (Monday, August 20, 2001).

Sincerely,



John F. Kerkhoff  
5636 La Cumbre Rd.  
Somis, CA 93066  
(805) 386-3044

“CRITIQUE”  
of IS/EA  
for Proposed

101/Rice Ave. Interchange  
City of Oxnard / Caltrans / DOT FHA

CEQA

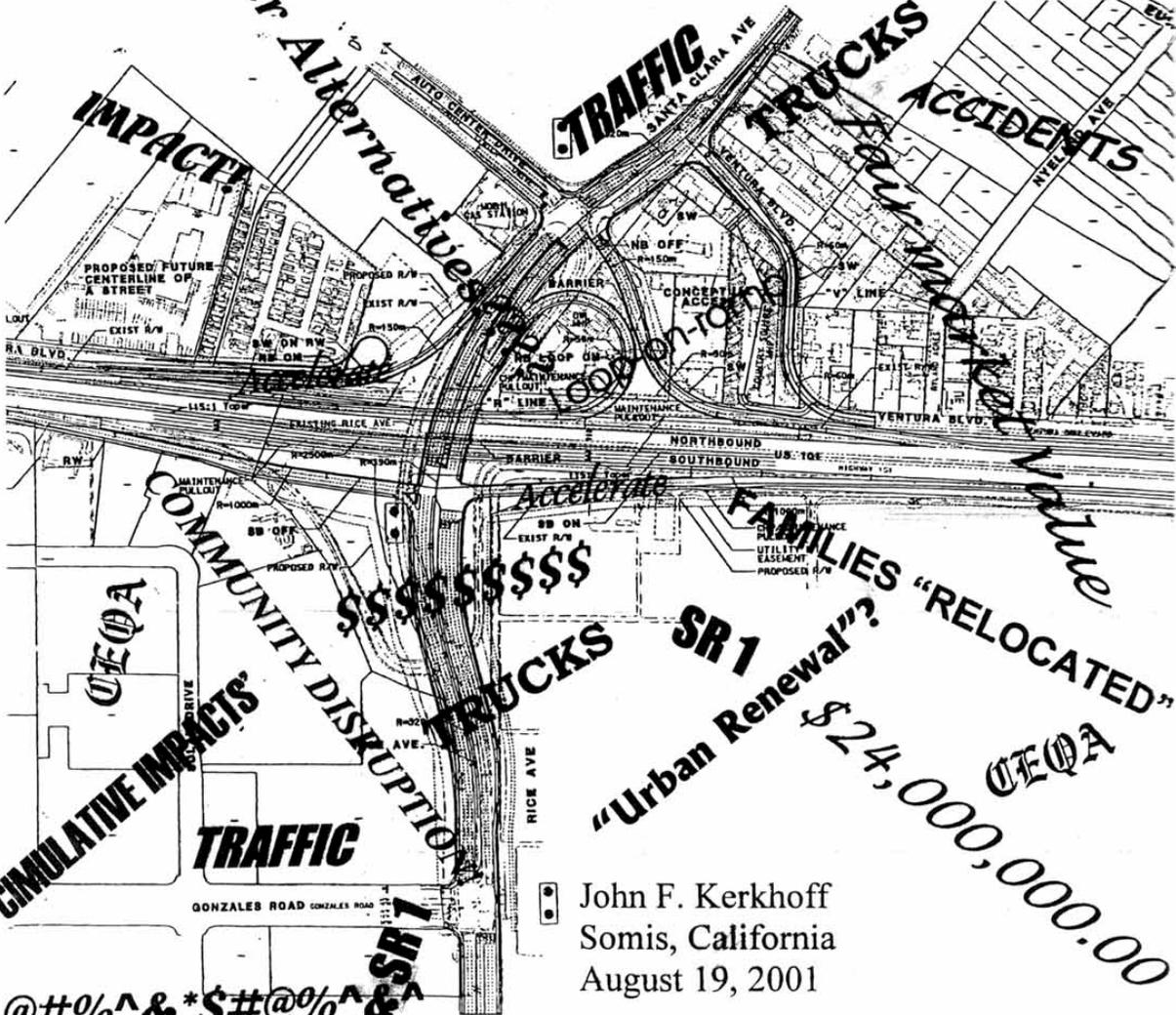
SR 118

SR 118  
“CUMULATIVE IMPACTS”

Other Alternatives

TRUCKS

TRAFFIC



CEQA  
“CUMULATIVE IMPACTS”

COMMUNITY DISRUPTION  
\$\$\$\$\$\$\$\$\$\$

TRUCKS

SR 1  
“Urban Renewal”?

FAMILIES “RELOCATED”

\$24,000,000.00  
CEQA

CEQA

John F. Kerkhoff  
Somis, California  
August 19, 2001

@#%^&\*S#@%^&SR 1

Mr. Ron Kosinski, Chief  
Office of Environmental Planning  
Department of Transportation (Caltrans District7)  
120 S. Spring Street  
Los Angeles, CA 90012

August 19, 2001

Re: Comments on the IS/EA on Rice Ave. /U. S. 101 Interchange Project

Dear Mr. Kosinski;

I am writing this critique having recently become aware of the subject study. I picked up a copy of the IS/EA at the July 31 Oxnard City Council so my comments will only cover one subject in depth with the others much less so. A longer time would have allowed me to "tighten" up the wording. I apologize for the length but the source material is vast. The comments will be divided into 5 Sections, "I" through "V".

I will first list the "OVERALL CONCLUSIONS" below followed by the **individual conclusions** for sections "I" through "III". The discussions, basis and supporting arguments for all the conclusions will, of course, follow and form the main and huge body of this critique. The reader should go to the individual Sections to assure himself of the validity of the arguments. The critique is huge and long because this subject project is occurring well into the process of assembling the dozens of projects identified into a system of transportation corridors. Many related projects have already been built and many more are planned for the future. The environmental impacts are cumulative, therefore all related projects (Past, Present and Future) known to this author are being addressed. That is one source and reason for the length of this critique.

**OVERALL CONCLUSIONS:**

- ★ ***There is absolutely no way that a Negative Declaration is warranted.***
  - ★ ***The involved transportation agencies should use this opportunity to address the Cumulative Impacts being generated and formed by the series of projects described within this critique.***
  - ★ ***The overall Cumulative Impacts, of dozens of related projects in the past and including the present IS/EA have not been addressed as CEQA requires. It is time for this abuse of Environmental Laws to cease.***
- C4.1  
↓

## SECTIONS “I” THROUGH “III” CONCLUSIONS

### SECTION “I” CONCLUSIONS: “CUMULATIVE IMPACTS”

- #1. ABSOLUTELY NONE OF THE CUMULATIVE IMPACTS FROM THE MANY INTERCONNECTED AND INTERACTING PROJECTS HAVE BEEN ADDRESSED IN THIS IS/EA (OR ANY OF PRIOR CORRIDOR PROJECT REPORTS REVIEWED) AS REQUIRED BY CEQA.**
- #2. THEREFORE THE SUBJECT INTERCHANGE IS/EA IS ENTIRELY INADEQUATE IN IT’S ADDRESSING OF CEQA §15355 REQUIREMENTS. THOSE IMPACTS COULD APPLY TO TRAFFIC, NOISE, FARMLAND, ENVIRONMENTAL, AIR QUALITY ETC. THEY WERE NOT MENTIONED OR ADDRESSED, MUCH LESS ANALYZED AND MITIGATION ATTEMPTED AS REQUIRED UNDER BOTH CEQA AND NEPA!**
- #3. THE REPORT IS DEFECIENT AND NEEDS TO BE SERIOUSLY RE-WRITTEN TO INCORPORATE ADEQUATE ANALYSIS AND POSSIBLE MITIGATION EFFORTS ON ALL OF THE CUMULATIVE IMPACTS.**
- #4. APPARENTLY CALTRANS KNEW OF THE NECESSITY TO ADDRESS THE “CUMULATIVE IMPACTS” THAT CAN ARISE OUT OF THE INTERACTIONS BETWEEN THE TWO CLOSELY RELATED PROJECTS BUT KNOWINGLY DID NOT ADVISE THE WRITERS OF THE SUBJECT IS/EA. IF SO, THAT WOULD BE A CLEAR VIOLATION OF ARTICLE 2 § 15020 OF CEQA.**

C4-1  
Cont'd

### SECTION “II” CONCLUSIONS: “RELOCATION IMPACT REPORT AND RELATED ISSUES”

**When a small group of disadvantaged citizens are impacted so severely and selectively, the mitigation efforts should be extraordinary or better yet, the project should be modified such that the impacts are not so concentrated on this one sub-community. And if it is shown that the project design was skewed to remove the “blight” of the NE quadrant in deference to more prosperous quadrants, the travesty of justice is even more grievous.**

C4-2

**SECTION "III". CONCLUSIONS:  
"TRUCKS, DESIGN FEATURES & CONSEQUENCES"**

1. THE SUBJECT IS/EA IS SERIOUSLY DEFICIENT IN REGARDS TO TRUCK STATISTICS (NUMBERS, PERCENTAGES, AND ACCIDENT INVOLVEMENT DATA), ESPECIALLY CONSIDERING THAT IT PLACES HIGH RELIANCE ON VARIOUS TRUCK ATTRIBUTES.	C4-3
2. THE SUBJECT IS/EA DOES NOT ADEQUATELY EXPLAIN THE ALTERNATIVE DESIGNS CONSIDERED AND DISCARDED.	C4-4
3. THERE IS NO TRUCK ACCIDENT JUSTIFICATION FOR PLACING THE LOOP-ON-RAMP IN THE NE QUADRANT.	C4-5
4. THERE APPEARS TO BE NO OVERWHELMING JUSTIFICATION, UNDER ANY PRETEXT, FOR PLACING THE LOOP-ON-RAMP IN THE NE QUADRANT.	C4-6
5. THE CONFLICT OVER STOPPING SOUTHBOUND IN THE PREFERRED DESIGN AND ALLEGEDLY NOT STOPPING IN THE EXISTING NORTHBOUND DIRECTION RAISES STRONG QUESTIONS AS TO THE VALIDITY OF JUSTIFICATIONS FOR THE PREFERRED DESIGN.	C4-7
6. THE CONFLICT BETWEEN THE NORTHBOUND AND SOUTHBOUND PREFERRED DESIGN ACCELERATION RAMPS' PERFORMANCE WOULD STRONGLY SUGGEST THAT VALID CRITERIA WAS NOT USED FOR DESIGN SELECTION.	C4-8
7. THERE IS A GOOD CHANCE THAT THE PREFERRED DESIGN WAS CHOSEN FOR REASONS THAT IMPACTED THE NE QUADRANT RESIDENTS IN DEFERENCE TO THE "PROSPEROUS" QUADRANTS TO THE SOUTH.	C4-9

Going back to the main text of this critique; the first (I)(pages 4-21) and the primary area to be addressed is the complete lack in the subject report of any mention or taking into account related cumulative impacts. The lack of addressing cumulative impacts is especially glaring because this project is a major "link" in the planned and publicized "Port Corridor". The first section will encompass more than 17 pages. Other areas will be addressed after the primary subject. Those additional subjects will include 3 pages of my opinions (II)(pages 22-24) on the almost heartless, certainly detached, and disingenuous way the 18 mobile homes, in the NE quadrant, (with assumed 18 poor families) were discussed and summarily placed on the "acquisition and relocation" listing. As the NE quadrant "improvements" of the project is the source of the "human" relocations and "trucks" are the main justification for the need for so much land Section II related comments will overlap into Section III. Section III covers pages 25 –32 and will be observations and comments on "trucks" and the various ways their presence was used to justify the project direction and

consequences (8 pages). Comments and observations on minor subjects will follow (IV). Interspersed within and following the sections will be questions raised by that particular subject. The questions will be "Bulleted", highlighted and in *italics*. The questions will be compiled and listed again in Appendix 1. Section V will be the Summary and Conclusions of this long critique and begins on page 39.

I. "Cumulative Impacts"

C4-10

As is obvious from reading the beginning listing of conclusions, my primary (but not the only ones) comments and conclusions relate to the "Cumulative Impacts". In this Section, I intend to offer extensive proof that:

The July 2001 IS/EA regarding the Rice Avenue/U.S.101 Interchange Project is completely lacking in addressing "Cumulative Impacts" and as a consequence it is entirely deficient in this major CEQA area. Therefore a Negative Declaration is neither warranted nor justified.

As you must be aware but to make record of, the legal definition of "Cumulative Impacts" from CEQA 15355 is "pasted" below.

**15355. Cumulative Impacts.**

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

You will note that in (b) it says "*closely related* <sup>1</sup>past<sup>2</sup>, <sup>3</sup>present and reasonably foreseeable probable <sup>4&4A</sup>future projects" taking place over a period of time". Question #55 of the Environmental Significance Checklist of the IS/EA goes on to elaborate that "cumulatively considerable" includes; "the effects of other projects, which interact with this project <sup>5</sup> and, together are considerable". Question #55 is "pasted" on page 12 after the discussions of the above first four superscripted subject areas.

**Closely related**<sup>1</sup> would certainly include projects that have been “closely associated” and actually mentioned in the same descriptions. The proposed Rice Ave. / 101 freeway interchange has been mentioned in technical reports and newspaper articles along with another prominent new interchange, the Pleasant Valley / SR 1 project. In those articles both interchanges are mentioned as major parts of the “Port Transportation Corridor”. Yet the combined cumulative effects of these two definitely closely related major projects were **not addressed** in this report. It should be noted that the Pleasant Valley interchange and the subject interchange are the only two freeway interchange projects on the Port transportation corridor and are presently, and will be, connected with a 4 to 6 lane arterial highway. They are the important links in the system.

- *Does Caltrans and Oxnard deny that the Pleasant Valley and the subject interchange are related and part of the same “system” or Port Transportation corridor?*
- *Will the two related projects interact and therefore will their environmental impacts be additive and cumulative?*
- *If those two can interact between each other, can’t other related projects interact with them (singly and as a unit)?*

**Past**<sup>2</sup> projects that interact with this project would certainly include, among others, the 5 to 6-lane Rice Ave. improvements that abut and stretch south to 5th St. from this subject interchange. The two-way cumulative effects of this directly related and connected City of Oxnard project which “directs” traffic between a vast commercial area to and from the interchange were **not addressed** in this report either.

- *Do the authors of this report agree that “cumulative” is a two-way street? That is, the traffic impacts flow both to and from the subject project, not just outward.*

**Present**<sup>3</sup> projects would include the aforementioned Pleasant Valley Interchange as it is actually being constructed. At least the earth is being disrupted and farmland being “destroyed” and confiscated. Also as part of the same Pleasant Valley / Hwy 1 interchange there is a Rice Ave. extension of about 1 mile in length that will connect the interchange to Hueneme Rd. to “facilitate” truck traffic. **Neither** the cumulative effects of the actual interchange or the 1-mile 4-lane extension, through virgin farmland, **have been addressed** in this subject report.

- *Were the authors of the subject report aware and familiar with the IS/EA published on the Pleasant Valley interchange?*

C4-10  
Cont'd

**Reasonably foreseeable probable future projects**<sup>4</sup> to the South of the subject interchange project, besides the directly abutting past and therefore existing Rice Ave. project (5th St. to the 101) and the related (in progress) Pleasant Valley / SR 1 interchange; begin near the Port of Hueneme and eventually access the subject interchange. They are:

- a. Various Hueneme Rd. widening and intersection improvement projects within the City of Hueneme and Oxnard.
  - b. Hueneme Rd. widening to 4 lanes from Oxnard city limits to the Rice Ave. extension.
  - c. Channel Island at Rice Ave. intersection improvements.
  - d. Wooley Rd. to Rice Ave. intersection improvements.
- *Will the addition of these projects combined with the past and present projects already going combine to make it easier for traffic to flow up or down the corridor?*
  - *Do improved intersections when connected to 4 or 6 lane "highways" increase the capacity of the intersection and therefore flow more vehicles?*
  - *Will the above projects induce, entice and allow more traffic to use the corridor than would have before when they (the motorists) took different routes?*

C4-10  
cont'd

**Reasonably foreseeable probable future projects**<sup>4A</sup> to the North of the subject interchange project include the directly abutting and "closely related" Santa Clara Ave. widening project of course. As Caltrans has explained to the public in other venues, having the 4 or more through lanes (both north and south of an interchange or intersection project) would expand the capacity of the "system". If you expand the capacity of the "system", you will certainly create impacts within that system. The County Santa Clara Ave. Project was mentioned in the report but any traffic related cumulative effects of its interaction with the subject "capacity increasing - traffic inducing - traffic redirecting" interchange project were **not addressed** except in the context of overlapping construction related impacts. Restricting it to such a reduced subject and time frame with transient impacts is **disingenuous in the extreme**.

As the interchange is and was admitted to be "capacity increasing" and it dumps right onto a planned 4-lane arterial road, to the north, as well as on an existing 5 to 6-lane road to the south, there definitely will be more increased traffic. The traffic will increase more than it would be able to without the presence of the subject interchange. The interchange will direct traffic more efficiently from the

freeway (both directions) as well funnel traffic along the Rice Ave. and Santa Clara corridors to and through the interchange. The cumulative effects of those interacting projects were **not addressed** in this subject report.

An associated interacting and related project to the north within the Santa Clara Ave. widening project is apparently a "Dot" waiting for a "Connection"(see page 14 and APPENDIX 2 for explanation of this terminology):

e. Central Ave. at Santa Clara Ave. intersection improvements.

- ***Don't the same questions that applied to the south "4" superscripted items apply to the north "4A" items?***

The "b through e" projects, mentioned above, are all listed in Exhibit 2.3-A of County Roads and Intersections in the July 2001 "Traffic Impact Mitigation Fee Program Engineering Report" by the Public Works Agency of Ventura County. Reportedly all the listed projects are eligible for Federal funding and are listed in the RTP of SCAG.

In Exhibit 2.3-B of the same "Mitigation Fee" publication several related and directly connected (via the Santa Clara Ave. project) State Projects are listed. They are all to the north and include:

f. The SR 118 section of Vineyard Ave. (SR-232) to Santa Clara Ave. widened to 4 lanes. West of that particular section of SR 118, the State highway, of course, goes on through Saticoy as an existing (past projects) 4 to 6-lane wide thoroughfare to connect to the 126 freeway. That allows a contiguous path to the I-5 North for trucks and traffic using the subject interchange. As a side note, when the 126, Saticoy and related bridge improvements were proposed in 1990 Caltrans predicted that traffic along the entire fifteen miles of the 118 would be impacted. History and traffic counts since then proved that prediction correct.

- ***Wouldn't the subject 101/Rice Ave. interchange impact traffic on the connecting arterial roads in the same manner or even more so?***
  - g. Santa Clara Ave. to Somis Rd. (SR 34) widened to 4 lanes (~ 6.6 miles of SR 118).
  - h. Somis Rd. (SR 34) to Moorpark city limits widened to 4 lanes.(~ 5 miles of SR 118)
  - i. Outside Exhibit 2.3-B, but within the Mitigation Fee publication, there is a listing for an intersection improvement project at the Grimes Canyon

C4-10  
cont'd

Rd. and SR 118 Intersection on page 11 of a series of Preliminary Engineer's Estimates.

- j. Not mentioned in the Exhibit 2.3-B listing, yet still a critical part of the Port to Moorpark corridor is the long proposed and planned (since the 1980's at least) 118/34/Donlon Rd. intersection "improvement" project. Most recently it was scheduled to start about 2000. A Negative Declaration has been issued. The latest start date has been delayed till about 2005. The CTC has it listed under projects needing "environmental work".

- **Could the same "need for environmental work" apply to the subject interchange?**
- **Has Caltrans advised the authors of the nature of the "environmental work" needed in the 118/34 project or what might be needed for the subject project?**
- **In other words did Caltrans guide or limit the authors of the subject IS/EA in any way?**

This issue is raised because almost the exact same and definitely similar "Cumulative Impact" questions were strongly raised over the basis for Caltrans Negative Declaration on the 118/34/Donlon Rd. project. Caltrans is aware of the "Cumulative Impact" concerns. The 118/34 project was delayed, not because of the lawsuit brought on by the local community (Somis), but reportedly because of the "environmental work needed". The decision to delay the project was made months before the lawsuit was filed. The main difference between the 118/34 project and the subject 101/Rice Ave. project is that the 118/34 project was an **intersection** project that, although designed as up to 5 lanes wide, narrowed down and connected to 2-lane roads in all 4 directions. Therefore it was allegedly "Not Capacity Increasing". In contrast, the subject **freeway interchange** is admittedly "Capacity Increasing". It is part of a 6-lane freeway, connects to existing 4 to 6 lanes to the south, and will connect to 4 lanes to the north in the relative near future. A freeway interchange's contribution to "Cumulative Impacts" will be magnitudes greater!

- **Would the fact that the subject interchange is much more massive (than the "j" project) and will be emptying on multi-lane roads have more potential for significant traffic and environmental impacts?**
- **If not, why not?**
- **Shouldn't the authors of the subject project expend additional time, effort and studies to address the similar (to the Somis project) environmental work "needs"?**
- **Don't the same concerns and principles apply?**

C4-10  
cont'd

- **Did Caltrans advise the authors why the 118/34-intersection project needed “Environmental work” and was delayed? (They have never told the residents of the involved community [Somis] either!)**
- **Why did Caltrans delay the Somis project?**

k. One **series of past** projects that should be listed as parts of the longer “Corridor” is the 118 to 23 freeway connection in Moorpark, the associated freeway to 118 highway “interchange”, the 118 widening through the City Moorpark along with numerous intersection enlargements. The freeway connection and interchange were done, in concert with and at about the same time as the Saticoy improvements 15 miles away (mentioned in item “f”). With easier access (less resistance) infrastructure at each end of the 2-lane 118, the traffic on the entire 118 did increase as predicted. This is a proven example of “**induced**” traffic impacts, of which, Caltrans is well aware.

One section (project) needed to complete the entire corridor (that stretches from the Port of Hueneme on Hueneme Rd. through to Moorpark and the 118 and 23 freeways) that was **not listed** anywhere I found, was a “upgrading” of a section of the present 4-lane arterial Rice Ave. That section lies between Channel Island and 5<sup>th</sup> St. and is in unincorporated County area. Therefore I suspect the project is on the back burner somewhere in VCPWA offices. I say “upgrade” (to State standards) as that is the agreed condition before any Rice Ave. sections can be deeded over to the state. Only then can the entire SR 1 corridor route from the Pleasant Valley / SR 1 interchange to the subject Rice Ave. / 101 freeway interchange be re-designated as the new SR-1 as planned and spoken about for years. Of course, the fact that the present less than 2 mile long divided 4-lane section is not up to “state standards” is not going to stop people from using the route that connects two major interchanges and eventually 4 freeways (101,126,118 and 23) within Ventura County. A divided 4-lane road is a divided 4-lane road to the average motorist. It isn’t signed “SR-1” now and they still use it. They will use it more and more as the expensive transportation infrastructure being planned, built and connected on the corridor “come on line”. In other words the Cumulative Impacts will increase incrementally with each project addition.

- **Was the fact that it is “planned” to convert Rice Ave. to SR1 in the future, known and considered by the writers of the subject IS/EA?**

It should be noted that Oxnard City was the entity that proposed that change years ago, as a freeway was not feasible.

- **Will the fact that SR-1 will be re-designated and signed, cause and direct more traffic) to flow North along the corridor?**

C4-10  
cont'd

- *Will this traffic impact the corridor and areas even beyond the 101?*
- *If not, why not?*
- *Isn't it a straight path on Rice Ave over the 101, north on Santa Clara and directly onto SR 118?*

None of the projects from "a through k" have been remotely addressed from any standpoint; much less the obvious cumulative impact aspects of these directly connected past, present and future projects. The total length of the Hueneme to Moorpark corridor is about 25 miles. The subject interchange project is a very critical but short in length (less than ½ mile) portion of the total corridor system being created. The associated **total cumulative impacts** on farmland, community impacts, induced or re-directed traffic, growth inducement effects, air, light and air quality degradation etc. will be unquestionably high. So in summary, **ABSOLUTELY NONE** of the projects of items 1 through 5 including the "a through k" projects **HAVE BEEN ADDRESSED** for their cumulative impacts as CEQA requires. That means that there are at least 20 projects ranging in costs from \$380,000 to \$40,000,000 (\$40 million) each that were not taken into account for their cumulative effects that would interact with the subject interchange project.

C4-10  
cont'd

The subject interchange, being on the 101 Freeway, is the **key hub** in the entire transportation "corridor" from the Port to Moorpark. Its' effects radiate in 4 directions. It will feed and connect, directly or indirectly 5 other freeways within Ventura County. They are; the SR 1 freeway in the south, the 23 to the "east", the 33 in the north, 126 to the West and the 118 and 23 freeways to the east via planned and existing 4-lane minimum arterial highways. Beyond Ventura County, the 101, 126 and 118 eventually connect to major corridors such as I-5 (North and South), the 210 and thus to the I-10 to the East. The subject interchange is not just a local Oxnard project in scope and its' impacts will be felt all along the corridors it connects. The interchange, along with the Santa Clara Ave. widening will definitely offer **less resistance** to motorists who might be inclined to use the 118. And as Chris Stephens of VCTC recently said so graphically, eloquently and simply; "Cars are like water, they go to the path of least resistance, every opening..." In other words the projects will entice more traffic to use the route. There will be traffic and environmental impacts along the route.

- *Does Caltrans and the authors agree with VCTC that cars are like water and will follow the path of least resistance?*
- *Is that simple explanation another way of saying that traffic is induced to take a particular route because it is faster or shorter?*

The project will re-direct traffic that may hope to bypass the 101 and LA proper freeway traffic and / or wants to go to the northern parts of LA. It will certainly encourage higher density truck traffic as can be seen even now, even without the suspiciously absent truck traffic counts of this "truck driven" interchange design. The traffic will increase magnitudes more than the population growth of Ventura County would dictate. That is, more traffic will be directed, enticed, induced and even "created" to use the new, faster, more efficient and **less resistance** corridors being assembled. I say "created" as the addition of easier access on and off the freeway combined with the wide divided highways beyond will certainly contribute to an eventual increase in the average VMT for motorists. It is logical that if a project encourages a higher VMT by encouraging more motorists to travel more miles per trip then there will eventually be more traffic as the same vehicles will be on the road longer. That is you have "created" additional traffic without more numbers of vehicles.

Incidentally VCOG conducted a study of VMT in 1995. Within that study it is seen that the Port of Hueneme to Moorpark "corridor" connects the "Housing Rich" Moorpark area with the relatively "Jobs Rich" Hueneme/Oxnard area. It is only natural for the motorists to seek the fastest route to and from work and use that route in deference to other slower routes. The "corridor" being assembled piece-meal provides just such a path. The same "seek the fastest route" and "path of least resistance (water flow)" syndrome applies to truck drivers also perhaps even more so.

- ***Does Caltrans and Oxnard agree that there is a phenomenon known as VMT?***
- ***Does Caltrans agree or disagree that this project will greatly assist motorists and truckers to use the eventual planned, but not admitted publicly, "Port to Moorpark" corridor? Whether you call it a "transportation route or a corridor, it doesn't matter. Whatever you call it; A corridor (rose) by any other name would flow as well (smell as sweet).***

**"other projects, which INTERACT<sup>5</sup> with this project"**

Finally going to the last (superscripted) phrase of page 4 of this critique which came from question #55 of the Environmental Checklist of the subject IS/EA. It raised the subject of "interaction" between projects. Question #55 is "pasted" on the next page. A closely related (in subject matter) page portion from page 72 of the Pleasant Valley/Rice Ave. interchange IS/EA is also below pasted on the next page. That particular page was enlightening as to Caltrans' interpretation and admittance of the effects of projects **interacting** with each other. Question #55 and the portion of page 72 are related in that they both confirm the "interaction" between projects. It is also provides proof that Caltrans

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obvious knew of "Cumulative Impacts" resulting from the interactions of these two interchanges (Pleasant Valley/SR1 and 101/Rice Ave.).

Question #55 from Environmental Checklist (Subject IS/EA)

55. Does the project have environmental effects that are individually limited but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual 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. It includes the effects of other projects, which interact with this project and, together, are considerable.

From: Pg. 72, Pleasant Valley / Rice Ave. Interchange IS/EA

The full environmental impacts of the projects connected with the relocation of State Route 1, cannot be completely assessed in this environmental document. It has to be considered that the effects of all these projects interact with each other. Even if the current project may have limited environmental effects, the cumulative impacts of the combined actions needed to be addressed in a separate document.

- *Why wasn't the Cumulative Impact "interaction" subject broached in the 101/Rice Ave. IS/EA?*
- *Shouldn't Caltrans had "alerted" the writers of the subject IS/EA of the known "interaction" between projects?*
- *If so, why not?*

As an aside, as the cooperating agency (Caltrans) knew better about the cumulative impacts of interacting projects as the above from the Pleasant Valley interchange IS/EA illustrates, why did they not advise the City of Oxnard? Could it be that they chose not to address the "cumulative impact" areas but rather were waiting for the members of the public to point out and correct, if they do, defects in the document such as I am doing? If that is so, and evidence seems to support that, then they knowingly allowed Oxnard and themselves to violate Article 2 §15020 of CEQA. In that statute it states; "The lead agency shall not knowingly release a deficient document (and this document certainly is, especially in the "Cumulative Impacts" area) hoping that public comments will correct defects in the document". And I might add obviously, if the public is asleep at the wheel, and don't comment, so much the better for the cooperating agencies, as they will not have to expend the energy

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to reply or change their design or address the Cumulative Impacts in this case. Of course, Oxnard is not completely innocent. It must have been aware of page 72 as it was involved deeply in the Pleasant Valley interchange project. As a public agency it should be aware of CEQA § 15020. Besides this member of the public is not asleep!

- ***Will the writers of this IS/EA, now that the public has alerted them, respond and address the Cumulative Impacts, as CEQA requires?***
- ***Why not?***

Even a cursory reading of the subject IS/EA and the accompanying Traffic Study reveals that the authors were not alerted and did not even attempt to address the traffic related **interactions** between different transportation projects. They only conducted a comparative analysis of the nearest intersections, within and adjacent to the project, before and after the project. These adjacent intersections included the two closest to the 101 freeway and the on and off ramps of same. It is as if the authors unrealistically believe that traffic and environmental impacts only extend to the edges of their particular project and are neither influenced by other projects or that they themselves influence and **interact** with other transportation infrastructure beyond and around. They seem to think that this multi-million dollar interchange works and functions in isolation! Or else they are disingenuously trying to create the impression that projects don't interact.

Caltrans certainly knew better and yet they apparently failed to advise, guide or alert the writers of this IS/EA. The subject authors must think that the continuous almost 8 miles of 4 to 6-lane "highways" to the south including a gigantic interchange in the middle of farmland will not **interact** with their project to cause significant traffic and other environmental impacts. Looking to the north the authors also apparently think that the total of about 22 miles of 4-lane highways directly connected to their project won't **interact** and cause significant environmental impacts along the contiguous corridors. This is not to mention that those 30 miles of multi-lane highways connect to other freeways similar to the 101.

- ***Do the authors of this subject IS/EA actually disagree with the statements on page 72 of the Pleasant Valley/SR 1 IS/EA?***
- ***Upon what basis and reasoning?***
- ***Are we, the public, to believe that expensive freeway interchanges do not speed up the flow of traffic, increase the capacity (more vehicles per hour) don't, in essence, dump traffic onto and suck traffic from the 4 to 6-lane arterial highways attached to them?***
- ***If not, what are they designed for?***

C4-10  
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- *Don't transportation projects, within a system, interact with each other?*
- *Are we to believe that motorists are not attracted to routes that they perceive to be faster (offer less resistance) or allow them to travel further and therefore live further away from work?*
- *Or else, why do motorists try different routes to and from work?*

The fact that the subject project, being a capacity increasing designed freeway interchange will allow easier and faster access to the system of highways connected to it, certainly means that it, the project, will have significant effects on the traffic that choose to use the created major corridors. The farmland, communities and people of Las Posas Valley and the Oxnard plains will be hit with traffic, pollution, growth inducements etc. beyond belief compared with what would happen without this subject **connecting** interchange and the other arterial highways planned for their environment. The very length of the planned and eligible for federal funding projects connected to this interchange project dictates eventual significant impacts, which weren't addressed at all.

- *Is the public supposed to believe that the farmland and farm operations along the corridors created are not going to be impacted?*
- *Is it wrong to think that more trucks will find it easier to join on the "Port to Moorpark and beyond Corridor" and thus impact the communities along the path?*
- *As the Pleasant Valley Interchange alone, chewed up 50 acres of farmland, shouldn't concerned residents of Ventura County logically deduce that even more farmland will be concreted over by the projects on the books along the corridors?*
- *Won't development pressures (Growth inducement) be increased along the corridor as it has done along other traffic corridors in Southern California including the 101 and 118 freeways in Ventura County?*
- *Please explain why not!*

Incidentally, for an earlier description of most of the projects discussed in this critique as well as a graphical image, look at and read APPENDIX 2 at the end of this critique. It is a 7-page addendum to an earlier critique presented to Caltrans regarding the 118/34/Donlon Rd. intersection IS/EA. That critique was dated May 8, 2000. The SR 34 corridor and SHOPP funding discussions contained within don't directly apply but the rest of the addendum seems applicable even if a little outdated now. The examples of the "Connect the Dots" methodology of building transportation corridors piecemeal is still viable,

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applicable and especially relevant considering that the subject interchange is one of the major "Dots" discussed in the earlier critique.

For the convenience of readers of this critique a color copy of the map from APPENDIX 2 follows this page as Exhibit 1. It allows visualization of where the Rice Ave./ 101 Freeway Interchange "Dot" fits in with the corridors being formulated. It is #5 in the box, on the map. To further assist the reader of this critique to visualize how the "Connect the Dots" system has changed the face of and is shaping the future of Ventura County, I have also included a photographic copy of the 4<sup>th</sup> layer of a 1998 diagram, Exhibit 2, within this text. I had prepared and presented the diagram for a local "Town Hall" meeting with Caltrans. It shows the **cumulative** result of all the major "plans" for transportation infrastructure that I had been able to uncover in back in 1998. The "Port to Moorpark Corridor" is only part of the entire system. When I have more time, I will have to update it with what I have learned since.

It is time that the cumulative impacts to our environment and communities of all these strung together projects are addressed as Caltrans has stated in aforementioned page 72. Within that same document Caltrans states that: "a transportation project can either **facilitate** planned growth or induce unplanned growth. Growth in an **area** is not necessarily beneficial as it can trigger environmental impacts". Even a "lay" person realizes the incremental effects that these projects can ultimately cause. The attached Exhibit 3 is composed of excerpts from a recent newspaper article that illustrates that environmental concern that seems to have escaped the authors of this IS/EA. It is ironic and telling of the mindset of the transportation agency that ignores such future outcomes. They don't seem to be able to learn from the past or look forward to the consequences of their (today's) actions. It should be noted that one link in the corridor being created is composed of over 11 miles of a designated "Non-Growth" agricultural area known as the Las Posas Valley.

- ***Won't the corridor perhaps "induce unplanned growth"?***
- ***How do we know unless we study and analyze?***
- ***Is Caltrans going to wait till it is too late to do any mitigation before they analyze?***
- ***If not now, when?***

With the string of projects stretching from Hueneme to Moorpark the term "area" (used above) is not just limited to the immediate area of this subject interchange in Oxnard. Note that it is said, by Caltrans (in the page 72 excerpt) that "It has to be considered that the effects of all these projects interact with each other." At that time, Caltrans was apparently speaking of just the to be renamed SR-1 projects consisting of the Pleasant Valley interchange, the

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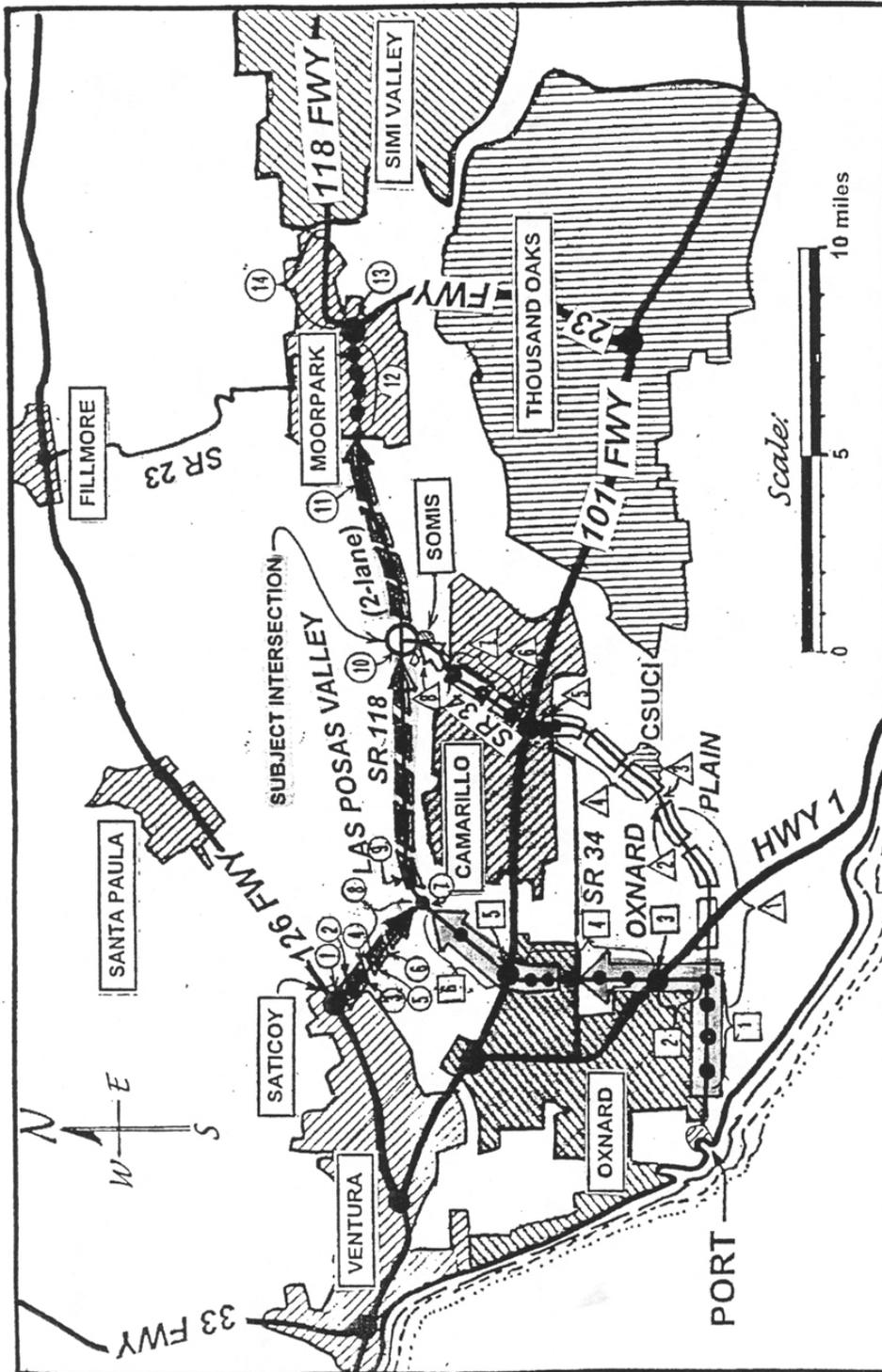
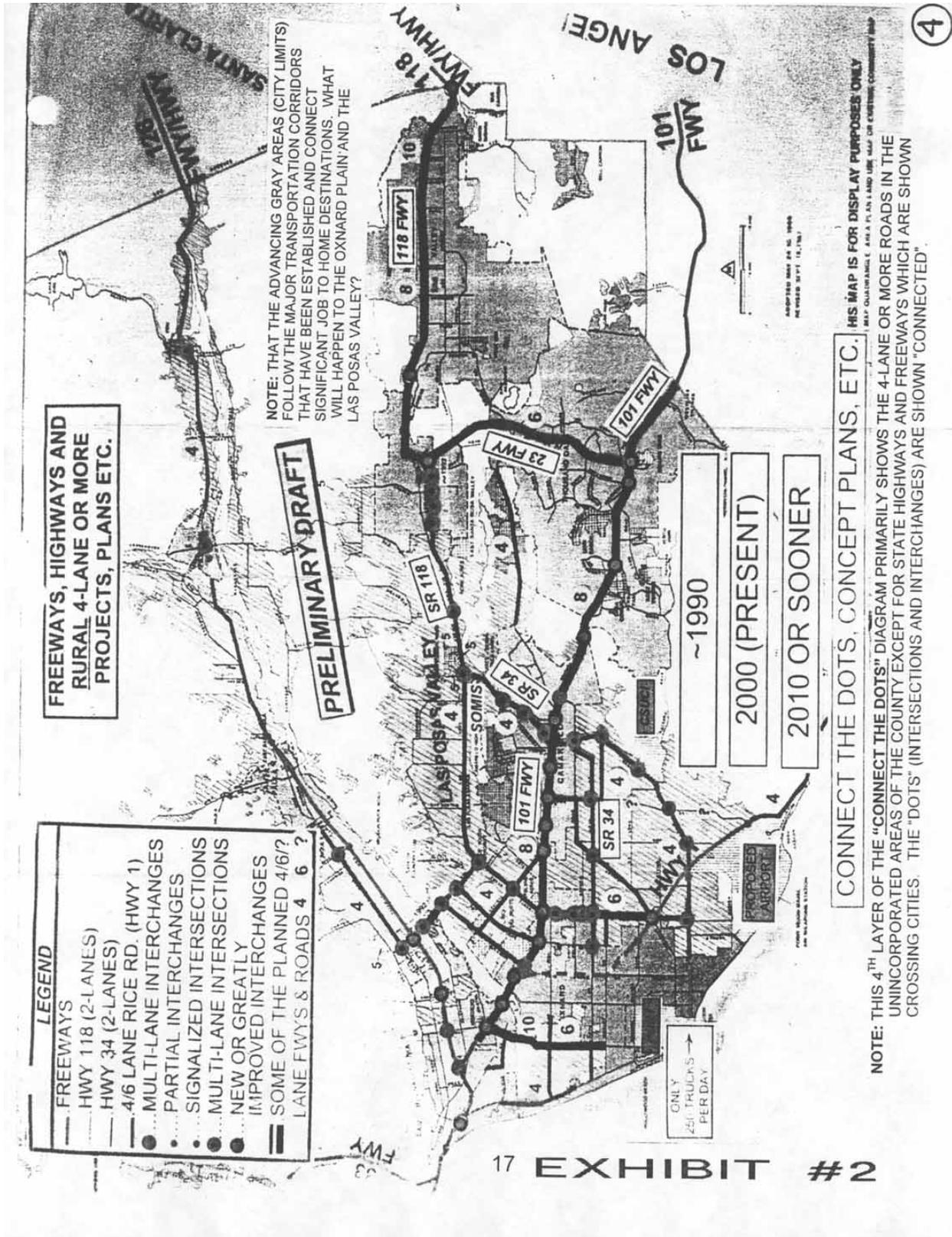


Figure 10. Scale sketch of Western portion of Ventura County. The three traffic corridors shown by the (○, □, △) symbols are discussed in the text of the Addendum. Note that the 101, 118 and 23 freeways are already "built-out" and developed traffic corridors. The four-laning of the 126 beyond Santa Paula was just recently completed to Interstate 5 in Los Angeles County. The two-lane SR118 and SR34 are likewise being groomed as yet more traffic corridors (through prime farmland) even though Ventura County already has four times the miles of highways and freeways per capita as Los Angeles County.



V C / WEDNESDAY, AUGUST 8, 2001 B9

## Farm Advocate Battles Growth

**Agriculture:** Oxnard lawyer fights quixotically against ongoing project. He hopes to put focus on dwindling cropland.

By FRED ALVAREZ  
TIMES STAFF WRITER



SPENCER WEINER Los Angeles Times

Fred Rosenmund, whose family has farmed in Ventura County since the 1950s, stands to lose acreage to road widening.

Oxnard attorney Fred Rosenmund knows he's not likely to win this farmland fight.

But he couldn't just quietly watch some of Ventura County's most productive cropland plowed under for a road he is convinced will spur development around his and other family farms.

But to Rosenmund and others, the fight is much larger. Ventura County has lost thousands of acres of farmland over the past decade, as strip malls and subdivisions sprouted where fields used to be.

At some point, farmers say, the cumulative loss will begin to affect the county's agricultural industry.

"It seems like just a nibble here and a nibble there, but the next thing you know houses are everywhere," said Christine Becker, whose family has farmed in the area since the 1880s.

In either case, farmland in the area is shielded from development by a greenbelt agreement brokered by Oxnard and Camarillo, and by a growth-control law approved by county voters in 1998. That measure, known as SOAR, prohibits farmland from being rezoned for development without voter approval.

Government projects, however, are exempt, opening the way for the roadwork to move forward.

subject Rice Ave. /101 interchange and Rice Ave. connecting the two. It doesn't take a rocket scientist to imagine the greater potential for cumulative impacts of over 20 (not just 3 or 4) interconnected and interacting transportation infrastructure projects.

- ***Does Caltrans admit that 20 or more projects will have more cumulative impacts than the 2 to 4 implied in their page 72 comments?***
- ***If not, why not?***

Page 72 goes on to state that "Even if the current project may have limited environmental effects, the cumulative impacts of the combined actions needed to be addressed in a separate document". This was written at a time before the subject 101 interchange was funded and the excuse was given that they were considered "conceptual projects" by the Department of Transportation Planning. Well, it is funded now. Besides, funded or not it doesn't matter. CEQA does not say a project has to be funded. It says any "reasonably foreseeable probable project". If the public has to wait until the last project of a corridor is financed before the cumulative environmental impacts are addressed, then it is too late as the entire corridor is well on its way. Most of the projects would be "past" projects by then and any environmental impacts would be "fait accompli" and nothing could be done about them. It is **entirely disingenuous** (No, it is actually a misleading lie!) to argue that a project is not reasonably foreseeable and probable because it is not technically financed yet.

- ***Is Caltrans waiting till all projects are funded (\$\$ committed) or done except one before it "addresses the cumulative environmental effects"?***
- ***If a project is described in numerous concept and proposed plans and others on that list have already been financed and/or built, isn't it logical that the project is going to be financed and built?***
- ***If not, why would it be on a list in the first place?***

When one considers that all the projects that obviously are a planned system of interconnecting freeways and highways (see Exhibits 1 & 2), the system cries out to be checked and analyzed for environmental, societal and community cumulative impacts now, not later. How can you apply mitigation efforts after the damage has been done? This subject project is the last of three major freeway interchange hubs and links of the "Port to Moorpark Corridor". The oldest and 1<sup>st</sup> was the 23/118 freeway that dumps traffic through Moorpark to connect to the 2-lane 118 (see project "k", page 6 and circled "13" on Exhibit 1). The 2<sup>nd</sup> is the Pleasant Valley/SR 1/Rice Ave. interchange that is being built (project "b" and boxed "3" of Exhibit 1). The last interchange is the subject 101/Rice Ave. interchange (boxed "5" of Exhibit 1). All that is left is to fill in with highway intersections, already planned, and then "Connect the Dots" with 4 lane highways, also already planned. Some parts of this corridor can be traced as far

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back as two 1990 RCR and PSR Caltrans publications and most are listed in older County General Plans but were not truly analyzed for their cumulative environmental impacts. **NOW is the time to stop and consider the cumulative impacts to the environment from this massive string of connected and interacting projects! TOMORROW IS TOO LATE!**

- *Can Caltrans, Oxnard, and the County be up front and honest with the public and truly let them know what they (the transportation agencies) have in store for our beloved County?*
- *How much total farmland, especially prime farmland, will be destroyed along the path of the corridors?*
- *How beneficial will the growth (planned or induced and unplanned) be to the Agriculture of the area being traversed?*
- *Which communities will be forever changed and impacted?*
- *Which small communities will be traffic and truck impacted like Moorpark?*
- *How much will the traffic increase by being induced or re-directed to use the alternate corridors being created?*
- *How many more diesel spewing, cancer-causing trucks will choose the corridor through Nyeland Acres, Somis and Moorpark?*
- *How many natural habitats and routes of animals will be disrupted or destroyed?*
- *What will the glare from additional signal lights and lampposts do to the rural ambiance inherent in the land being traversed along the corridor to Moorpark?*
- *Finally, when SOAR expires or more likely is overturned by a developer-financed initiative, won't the entire system of transportation infrastructure, being already in place, allow massive and sudden development to occur?*
- *Etc etc. etc.*

This writer realizes the quandary that the authors of the subject report are in. If, as they say on page 72 of their report (Yes, ironically the same page number, but not same report) that **only one** related project has been identified in the project area, they are certainly restricted. They can't see, won't see, were forbidden or didn't bother to look to the past, present or the future for any related existing or reasonably foreseeable probable projects. They cannot analyze cumulative impacts if they don't step outside the artificial boundaries imposed on themselves. And if they restrict themselves to analysis of cumulative construction related impacts only and don't consider other obvious environmental and community related impacts then, of course, they won't be able to see beyond their noses!

C4-10  
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- *Would Caltrans and Oxnard have us believe that the only project related to and interacting with this 4-direction interchange project was an abutting project to the North?*
- *What about the abutting 5 to 6-lane Rice Ave. to the South? (Of course, that project is already built and so, no overlapping time construction impacts.)*
- *Would they have us accept that the only cumulative impacts that the environmental laws known as CEQA are interested in are construction-related activities that overlap in time? (That is ludicrous even for Caltrans!)*
- *Referring to the last line of section 6.29 of the report; are we to accept that as it is claimed that no additional traffic will be generated (created out of thin air) or that the induced or redirected traffic attracted by this key freeway interchange will not impact the corridor?*
- *Doesn't traffic and cars tend to flow like water to the path of least resistance?*

**SECTION "I" CONCLUSIONS:  
"CUMULATIVE IMPACTS"**

- #1. ABSOLUTELY NONE OF THE CUMULATIVE IMPACTS FROM THE MANY INTERCONNECTED AND INTERACTING PROJECTS HAVE BEEN ADDRESSED IN THIS IS/EA (OR ANY OF PRIOR CORRIDOR PROJECT REPORTS REVIEWED) AS REQUIRED BY CEQA.
- #2. THEREFORE THE SUBJECT INTERCHANGE IS/EA IS ENTIRELY INADEQUATE IN IT'S ADDRESSING OF CEQA §15355 REQUIREMENTS. THOSE IMPACTS COULD APPLY TO TRAFFIC, NOISE, FARMLAND, ENVIRONMENTAL, AIR QUALITY ETC. THEY WERE NOT MENTIONED OR ADDRESSED, MUCH LESS ANALYZED AND MITIGATION ATTEMPTED AS REQUIRED UNDER BOTH CEQA AND NEPA!
- #3. THE REPORT IS DEFECIENT AND NEEDS TO BE SERIOUSLY RE-WRITTEN TO INCORPORATE ADEQUATE ANALYSIS AND POSSIBLE MITIGATION EFFORTS ON ALL OF THE CUMULATIVE IMPACTS.
- #4. APPARENTLY CALTRANS KNEW OF THE NECESSITY TO ADDRESS THE "CUMULATIVE IMPACTS" THAT CAN ARISE OUT OF THE INTERACTIONS BETWEEN THE TWO CLOSELY RELATED PROJECTS BUT KNOWINGLY DID NOT ADVISE THE WRITERS OF THE SUBJECT IS/EA. IF SO, THAT WOULD BE A CLEAR VIOLATION OF ARTICLE 2 § 15020 OF CEQA.

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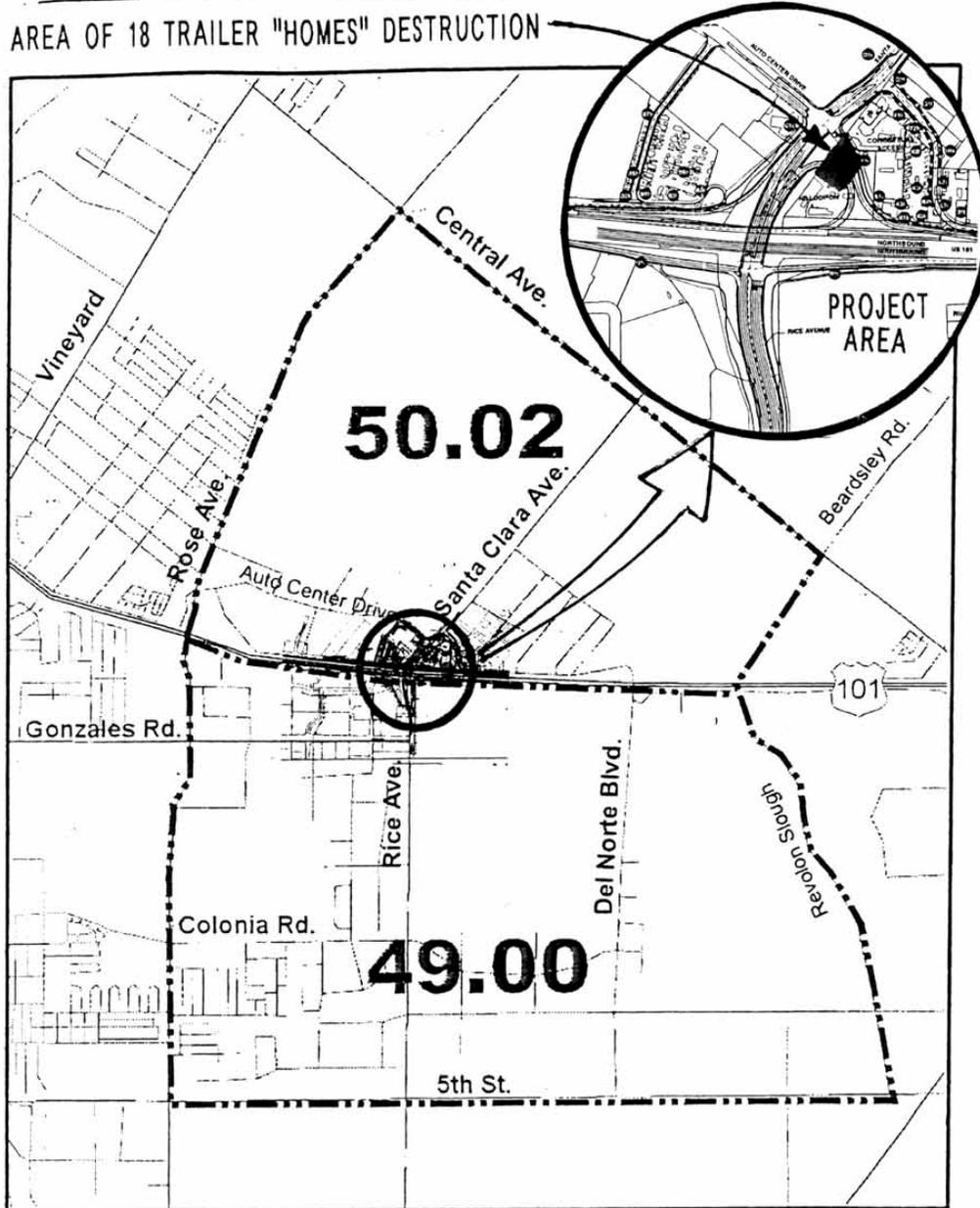
**II. “Relocation Impact Report and Related Issues”:**

At the meeting of the Oxnard City council on July 31<sup>st</sup>, I was dumbstruck to learn that 20 families were to be “displaced”, “relocated”, and 18 (90%) of those were among one trailer park. That is really a concentrated project impact! With the reading of the DRIR along with the studying the maps of the project, I have numerous comments to make that I feel need some consideration that may lessen the drastic impacts to the involved families.

Regarding the discussion of the “Minority and Socioeconomic Conditions”, I think it is flawed and softens and slants the true impact to the unfortunate victims. The text and figure 4 within the DRIR show the census areas used for comparison of the income levels. It is said, and I don’t doubt it, that tract 50.02 which includes the 18 families to be disrupted has 20 % of the population living below the poverty level. That doesn’t sound too bad as it implies that the impacted families are not too much worse off than the rest of the City of Oxnard, which has a 13% level. But that may not be telling the whole story. The 18 families are included with the entire population of the census tract that stretches from Rose Ave to Beardsley Rd. and north to Central. A glance at Exhibit 4 attached, which is a modified version of the DRIR figure 4, shows that the true level of poverty is hidden and diluted by including the 18 families within the magnitudes larger 52.02 census area. That area, of course, includes many houses and homes owned and rented by families (Nyeland Acres for instance) that obviously can afford better surroundings than the 18 trailer home families being impacted within the project area. The actual and truly impacted area is that small polygon seen in the upper right “project circle”. That small polygon is a small spot in the enlarged project circle, which in turn, is a small circle on the map of the huge census tract 52.02. For a fair representation, they should not have been lumped in with the vast pool of economically better off families. That is, the 18 poor families, which are the truly impacted victims, are mixed in and averaged with 2311 other obviously more financially affluent families. Of course, the average wage will rise. Although the traffic noise, pollution and other environmental effects will impact the rest of residents of Nyeland Acres, the devastation to their lives will be much less than the poor 18 to 20 families.

I say poor because I too once had to live in a small 8X28 foot trailer with father, mother and 2 other brothers. We lived in a trailer because it was all we could afford but once the trailer was paid for, the trailer park space rent was cheap, allowing us to survive. A drive through Owl Trailer Park told me that the residents were even poorer than I remember my Texas childhood. If a short survey of the 18 to 20 families that were known to be impacted were conducted I’m sure it would show that at least 90% of the occupants were minority and that a high percentage of them had incomes below the poverty level. To get the true

C4-11



Source: Thomas Brothers Maps, 1994; Myra L. Frank & Associates, 2000.

Figure 4: Census Tracts

facts, a small survey of the people actually impacted should have been done. Instead a "sweep under the big rug" statistical study of the vast census data was done thereby "sanitizing" the data. The true depth of impact and trauma to the people (real live people) may have been hidden. This study appears to prove the old adage; "One can get what one wants by using statistics"

C4-11  
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The fact that they are so low on the economic ladder means that the disruption and relocation will be extra hard on them.

- **Where will they be able to buy another "home" with the so call fair market value of their trailer?**
- **After all, what is 30-year-old trailer worth?**
- **Where will they find a trailer park they could afford even if they do find a cheap equivalent trailer to buy?**
- **How will they be able to re-generate the closeness and almost family like "help each other" attitude that seemed to permeate among the victims as they spoke (through an interpreter) at the July 31<sup>st</sup> meeting.**

C4-12

The 18 to 20 families will be scattered about the county like ants clinging to a blowing leaf. Their lives will be shattered. They will personally experience a very significant impact. And that impact overwhelming hits a minority of a minority, which is probably the lowest of the lowest on the economic totem pole. And all of that is for the so-called betterment of the community. I agree that most of the population of Oxnard is essentially Latino and other "minorities". But the majority of that minority do not live anywhere as far below the poverty level as the impacted 18 families. That makes the 18 a **special minority** of the greater minority that makes up the majority in Oxnard. I believe that this project will produce disproportionately high and adverse impacts to the 18 families compared to the other families in the immediate area and especially when compared to the rest of Oxnard. The 18 families are a minority when economic status is compared with the others.

**SECTION "II" CONCLUSION:  
"RELOCATION IMPACT REPORT AND RELATED ISSUES"**

**When a small group of disadvantaged citizens are impacted so severely and selectively, the mitigation efforts should be extraordinary or better yet, the project should be modified such that the impacts are not so concentrated on this one sub-community. And if it is shown that the project design was skewed to remove the "blight" of the NE quadrant in deference to more prosperous quadrants, the travesty of justice is even more grievous.**

C4-13

C4-14

**III. “Trucks, related design features and consequences”.**

It is almost comical, if it wasn't for tragedies like the 18 families and the environmental impacts, to count the various projects justified and funded in the names of trucks and traffic over the years. The Pleasant Valley/SR-1 interchange funding was at least partially justified because of the alleged access needs of only 250 to 300 trucks that emulated to and from the Port of Hueneme. It was funded as a Federal “Demonstration Project”. Anyway, now I understand that this project is also part of a TEA21 “Demonstration” project.

- ***Is it financed as part of the same SCAG Port Access Study package as the Pleasant Valley/SR1 Interchange was?*** | C4-15
- ***Was the presence of a large number of trucks and their specific needs a factor in obtaining funding for this project?*** | C4-16
- ***Was the design skewed to obtain and justify that funding?*** | C4-17

I know trucks are important to this project because they are mentioned so often in the subject IS/EA. Sections 2.1, 2.2, 2.2.2 and 2.3, which cover the subjects of Purpose, Need, Safety Concerns and Transportation Problems all mentioned “trucks” prominently. Trucks were mentioned especially as regards to **safety** and their **performance limitations**. They reportedly have difficulty in negotiating tight radius turns to accelerate safely onto the freeway. In 2.2 a statement is specifically made regarding the Northbound on ramp that “it is difficult for trucks to accelerate and merge because they enter the ramp at such a slow speed due to the tight curve at the beginning of the ramp”. As only the Northbound onramp of the preferred project design, incorporates the large radius loop-on-ramp design, it appears that the trucks’ performance shortcomings was a driving force behind the design of the interchange. And that design is primarily responsible for the heavily impacted NE quadrant.

In the section discussing accidents (2.2.2) the existing high volume and projected truck traffic is mentioned as a safety concern. Interestingly enough, the actual percentage of trucks within the total population and, of course, the actual numbers of trucks using the facility were never given. Even within the accident statistics, which accidents involved trucks and how was never explained. This report is seriously deficient in the truck statistics department considering that so much emphasis was placed on the design needs to accommodate them. | C4-18

Nonstandard ramp designs are mentioned (in 2.2.2) as probable features contributing to the allegedly higher than expected accident rate. Again this seems to be justification for the land gobbling NE quadrant large radius | C4-19

Northbound loop-on-ramp and accompanying large radius onramp. **But**, a look at the accident numbers given showed that in three years, only 4 accidents occurred on the existing Northbound onramp. This is further clarified with the statement that the Northbound onramp had less than expected accidents when compared with other similar facilities. In fact, the Southbound on ramp, with 10 accidents is the one onramp with the higher than expected accident rate.

**Based on the accident statistics given, there is NO accident history justification for the Northbound loop-on-ramp to be placed in the NE quadrant. In fact, the large radius loop-on-ramp should have been placed to serve the Southbound onramp traffic, which would mean that the SE and SW quadrants would be impacted. WHY WAS THE LARGE RADIUS LOOP-ON-RAMP DESIGN PLACED IN THE NE QUADRANT?**

- *I repeat, why was the large radius loop-on-ramp design placed in the NE quadrant? (Cars don't have a problem accelerating and the accident rate doesn't justify it for trucks!)*
- *Was the project design SKEWED to remove the blight of the NE quadrant in deference to the more profitable and potential higher tax base quadrants (the SE and SW quadrants)?*
- *Would that be a violation of any of the Handbooks and other publications listed in the Appendix B: Bibliography of the Draft Relocation Impact Report?*
- *They were read and considered weren't they?*
- *Would the conclusions reached regarding this project have been different if there was no justification for the loop-on-ramp to be in the NE quadrant?*
- *Was Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations" followed?*
- *Were there any Civil Rights violations?*
- *In short were the poor families in the NE quadrant that were directly impacted unfairly "targeted" for relocation because of their economic status and area condition compared to their "neighbors" in the quadrants across the freeway?*
- *Why wasn't there more truck statistics given? (numbers, percentages, and accident involvement)*

Continuing with the subject of performance **limitations** of large trucks, it has been explained that within the report it is alleged that large trucks were being

C4-19

C4-20

C4-21

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C4-23

C4-24

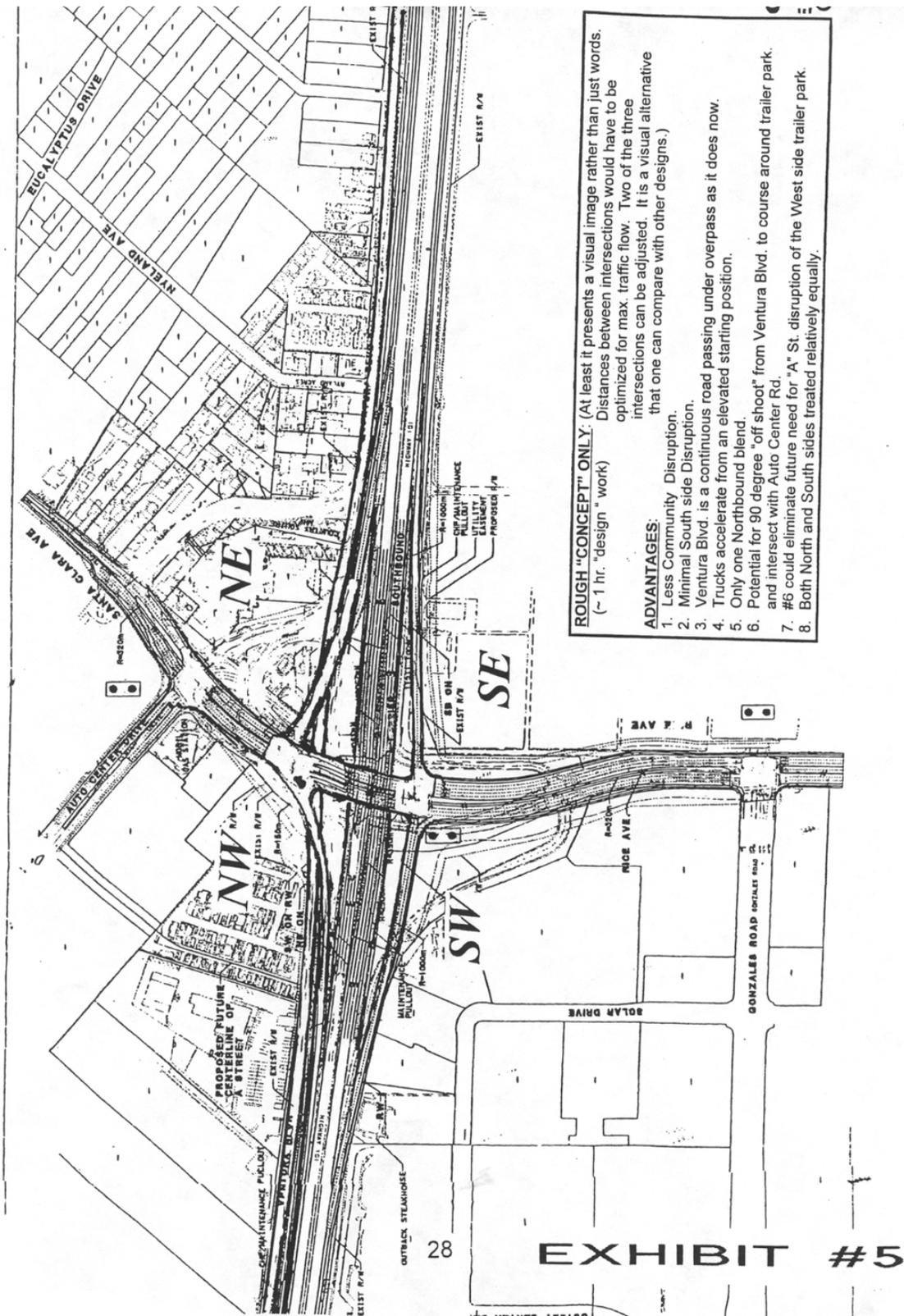
C4-25

forced to make tight low speed turns leading to the on-ramps thus resulting in them being unable to accelerate up to adequate freeway speed. Therefore, apparently, the preferred design solution was to incorporate generous large radius and long on ramps and loop-on-ramps. This, of course, implies that the whole northeast quadrant was to be redone (and 20 families relocated) primarily for the correction of the trucks' performance shortcomings.

It is **curious** fact and **peculiarity** of this justification for the preferred design that those northbound trucks on the existing tight radius on ramp have so much trouble. The trucks on the preferred design south side of the freeway (the southbound off and on ramps) don't seem to have that affliction. With the preferred alternative, they (Southbound) will stop at a signal and make sharp right or left hand turns and apparently can get up to speed without the aid of an area grabbing, home destroying loop-on ramp. It makes one think and wonder, if it works on the south side and southbound traffic, could the same thing work on the north side and save the drastic and expensive work of "**urban renewal**" in the north east quadrant. See the Exhibit 5 sketch of a citizen proposed alternative concept. Perhaps this alternative concept, double diamond design has been considered but the public has no way of knowing from the meager written descriptions given in the report of prior and discarded alternatives. The proposed concept would use the "approved" diamond design that was used in the apparently acceptable preferred design for Southbound vehicles and apply it to **both North and Southbound** vehicles. After all, if it works for trucks going in one direction it should work for trucks going in both directions. The laws of physics are not so directional. And, as there is no accident history justification for the preferred design in the NE quadrant and no need for it in the SE quadrant there are benefits to the concept. Besides not necessitating the 20 families' relocations, the design has the advantage also of allowing Ventura Blvd to continue contiguously and straight under the over crossing and not have to have a truncated turn around on the west side of Santa Clara Ave. Thus the trailer park would not have to be destroyed and the devastation of 18 families would be avoided. If that design could be worked out even the moneyed interests in the SE and SW quadrants would be happy as they would not have those large radius ramps on heir side to solve the on ramp accident statistics. Of course, then Oxnard would have to find another source of funding to revitalize the eastern entrance to their town.

- ***Was this simple "double diamond" design concept explored in earlier project proposals?***
- ***Where is the write up and critique on that proposal and on other proposals?***

C4-25  
cont'd



**ROUGH "CONCEPT" ONLY:** (At least it presents a visual image rather than just words. Distances between intersections would have to be optimized for max. traffic flow. Two of the three intersections can be adjusted. It is a visual alternative that one can compare with other designs.)  
 (~ 1 hr. "design" work)

**ADVANTAGES:**

1. Less Community Disruption.
2. Minimal South side Disruption.
3. Ventura Blvd. is a continuous road passing under overpass as it does now.
4. Trucks accelerate from an elevated starting position.
5. Only one Northbound blend.
6. Potential for 90 degree "off shoot" from Ventura Blvd. to course around trailer park. and intersect with Auto Center Rd.
7. #6 could eliminate future need for "A" St. disruption of the West side trailer park.
8. Both North and South sides treated relatively equally.

- **What was the 1993 design referred to in the petition presented as Comment No.9 in the subject IS/EA? (One would think that that design at the absolutely very least would have been described and a map shown.)**

C4-26

Speaking as to the **safety** concerns, this writer wants to know if it is safer to have two lane blends in relatively close proximity as the two on ramps will require or is having only one blend generally better? With the preferred design with two blends, the on ramps (two) traffic will be jockeying around and through the freeway slow lane traffic as they try to reach the faster lanes before 4 lanes become 3. There will be a lot of decisions being made in that time span. As an engineer who analyzes accidents for a living, I would say having too many decisions being made in such a relatively short time is a recipe for problems especially sideswipe type collisions or even rear-end accidents while distracted and looking elsewhere.

C4-27

- **Is having two ramp blends in the same general area a safer and good idea?**

Another safety concern raised was about rear-end collisions occurring at the end of the existing Northbound off-ramp. Won't the same "slowing vehicles leading to rear-end collisions" principle apply to the Southbound off ramp in the preferred design? That is, the Southbound vehicles will be stopping for the light at the top of the off-ramp and any non-alert driver behind could rear-end them. Any time you have vehicles slowing you have chances for rear-end collisions. At least the existing Northbound off ramp vehicles did not have to come to a complete stop.

C4-28

- **What is different between the safety conditions of Northbound off-ramp vehicles slowing in the "existing" design and Southbound off-ramp vehicles slowing in the "preferred" design?**
- **Why is one a concern and one not?**

It is noted that the designer- authors were aware of the Caltrans concerns for having signal lights (intersection) too close. Their response (on page 18 of the traffic Study) stated that the closer spacing allows better coordination (timing) timing of the signals at the two intersections. That should apply to the proposed concept design also.

C4-29

- **Why won't a both sides being diamond design alternative work?**
- **Doesn't Caltrans have other interchanges along the 101 where the signal light spacing is also close? (Like Vineyard, Las Posas, Rose Ave., Carmen, Moorpark Rd. etc.)**

With the lack of truck accident history justification for the NW quadrant and the clear advantages of some sort of a double diamond design concept, combined with other factual conflicts with the preferred design, one is left wondering why the preferred design was chosen. This writer certainly didn't see reams of well-written justifications for the design over other potential designs. But I guess a design without the area eating, loop-on ramp would not fit the goals of Oxnard's General Plan as described on pages 21 and 22 of the subject IS/EA. That is, "to **encourage** land use transition from residential to commercial uses in the Nyeland Acres area" (Which is in the NE quadrant, of course.). The "preferred" alternative project design not only **encourages** transition it literally rips out the heart and destroys most of the residential (and a lot of the old businesses) area that Oxnard has authority over. "Presto" you now have room for new modern faced, non-blight businesses to welcome tourist to Oxnard. The tragedy that families and sub-communities will be ripped up is apparently offset by the side benefit that Oxnard's image and commercial development goals will be closer and besides, the **federal government will be paying a huge share of the costs**. In addition the trucks will allegedly be helped and traffic can definitely flow faster to the 118 and all points to the north and east. In hindsight, I suppose the rest of Nyeland Acres should thank their lucky stars that they are not part of Oxnard and under that jurisdiction. Not that the County is not also looking the other way as to what the Santa Clara widening will do to the rest of Nyeland Acres and beyond.

C4-30

I use the term "**urban renewal**" above (page 28), as that is essentially what the project, as designed, does. It is as if the designers took the brief November 16, 1999 Comment Letter #3 from a Russ Hawthorne to heart and decided to rid Oxnard of the visual "blight" of this area. It would be OK if they didn't destroy homes and families lives in the process. But I wonder what the **Federal government** would think of Oxnard using TEA21 demonstration money for "**urban renewal**" purposes?

Relating to the "truck" justification and concerns, on page 8 of the report, the term "projected truck traffic" is used as if it was known the amount of trucks that would be using this interchange / over crossing and which way they would head from the interchange. The designers even provided two generous radius Northbound on ramps implying that they have knowledge of why those design features were needed in that direction only. A comprehensive truck and traffic survey and count would seem to have been one of the first things that should be studied for such a major interchange. Instead old 1997 Oxnard traffic count data for vehicles in general was used along with a SCAG number of 6.6% trucks on Rice Ave. This value was furthered lowered to 3 to 4% for large trucks by the authors because, as they stated, large trucks comprise a smaller

C4-31

percentage of total traffic. Then that **lowered** percentage number is dismissed as not comprising enough percentage of total traffic to require special factoring in computing the level of service. This was all stated on page 5 of the Final Draft Traffic Study (June 2000). A directly conflicting statement with that earlier “lowering” statement was made on page 5 of the project IS/EA just one year later. In that report it was stated that; “Additionally a **higher** than average percentage of existing traffic is composed of large trucks from nearby industries as well as the Port of Hueneme/Oxnard harbor District.” Perhaps this sudden change to more trucks was made to assist in justifying the project as that statement was under a “Purpose of the Proposed Project” heading. Nothing like changing opinions and “facts” to justify position. But one shouldn’t make it so obvious.

- ***Which is it? A higher or lower percentage of large trucks? If the lower percentage was used for calculation or assumptions then perhaps the study should be redone!***
- ***Are the authors aware of which way on the 101 freeway that trucks are expected to go from this interchange?***
- ***Are the authors aware of which way trucks traveling north on Rice Ave? (future SR 1) will continue?***
- ***Is the total numbers of trucks using the present “not up to standard” interchange known?***

A current and applicable truck count study is conspicuously absent considering that truck performance limitations and “Higher than average percentage of large trucks” are the reasons given for the NE quadrant design and subsequent impacts.

- ***What is going on? What do the authors know or don’t?***
- ***How many large trucks do they expect to get off of the freeway and travel north, via Santa Clara to catch the 118, 126, or south via Rice Ave. to the port?***
- ***Shouldn’t that study had been done to allow one to speak with confidence concerning any significant cumulative impacts?***
- ***Is there some reason why the number of trucks using the corridors leading away from and through this interchange were not specifically studied and known and stated?***

The actual increase in truck traffic (read fumes, cancer, noise and stress) apparently is just another of the potential environmental impacts that **was not studied or addressed** within this IS/EA.

- ***Are the authors aware of any truck traffic counts at any point along the Port to Moorpark corridor?***
- ***What are they and what were the results?***

C4-31  
cont'd

C4-32

**CONCLUSIONS:**

**III. "TRUCKS, DESIGN FEATURES & CONSEQUENCES"**

1. THE SUBJECT IS/EA IS SERIOUSLY DEFICIENT IN REGARDS TO TRUCK STATISTICS (NUMBERS, PERCENTAGES, AND ACCIDENT INVOLVEMENT DATA), ESPECIALLY CONSIDERING THAT IT PLACES HIGH RELIANCE ON VARIOUS TRUCK ATTRIBUTES.	C4-33
2. THE SUBJECT IS/EA DOES NOT ADEQUATELY EXPLAIN THE ALTERNATIVE DESIGNS CONSIDERED AND DISCARDED.	C4-34
3. THERE IS NO TRUCK ACCIDENT JUSTIFICATION FOR PLACING THE LOOP-ON-RAMP IN THE NE QUADRANT.	C4-35
4. THERE APPEARS TO BE NO OVERWHELMING JUSTIFICATION, UNDER ANY PRETEXT, FOR PLACING THE LOOP-ON-RAMP IN THE NE QUADRANT.	C4-36
5. THE CONFLICT OVER STOPPING SOUTHBOUND IN THE PREFERRED DESIGN AND ALLEGEDLY NOT STOPPING IN THE EXISTING NORTHBOUND DIRECTION RAISES STRONG QUESTIONS AS TO THE VALIDITY OF JUSTIFICATIONS FOR THE PREFERRED DESIGN.	C4-37
6. THE CONFLICT BETWEEN THE NORTHBOUND AND SOUTHBOUND PREFERRED DESIGN ACCELERATION RAMPS' PERFORMANCE WOULD STRONGLY SUGGEST THAT VALID CRITERIA WAS NOT USED FOR DESIGN SELECTION.	C4-38
7. THERE IS A GOOD CHANCE THAT THE PREFERRED DESIGN WAS CHOSEN FOR REASONS THAT IMPACTED THE NE QUADRANT RESIDENTS IN DEFERENCE TO THE "PROSPEROUS" QUADRANTS TO THE SOUTH.	C4-39

**"IV". MISCELLANEOUS COMMENTS.**

The last section will address relatively minor comments and observations. They will be listed in the page order in which they are presented in the subject IS/EA report.

<b>Page 1:</b> The last sentence refers to alternatives being described in Section 2.3. What little and inadequate discussion was actually in Section 3.2.	C4-40
<b>Page 5:</b> Mentions that the Oxnard plain with its' flat land (not mentioned but it is among the best farmland in the nation) is a focal point for urban growth in Ventura County. Not mentioned or shown any concern is that fact that a transportation corridor being formulated will be flowing through some of the same type prime farmland as it courses through the Las Posas Valley.	C4-41

<ul style="list-style-type: none"> <li>• <i>I wonder if anybody believes or may be concerned that roads “facilitate” development which may have the undesirable effect of inducing unplanned growth as Caltrans admits can happen?</i></li> </ul>	C4-42
<p>Page 5: Lots of concern for trucks and their lack of turning ability and acceleration abilities.</p>	C4-43
<ul style="list-style-type: none"> <li>• <i>Does Oxnard consider turning radius of trucks more important than the survival of families?</i></li> <li>• <i>Does Oxnard give more priority to the “blight removal” or “transitions to commercial decisions” than they do to the poor families being displaced from the NE quadrant?</i></li> </ul>	C4-44
<p>Pages 6-8: Discusses truck and traffic concerns and mentions “Projected truck traffic” but actual numbers of increase are never given.</p> <ul style="list-style-type: none"> <li>• <i>Why not?</i></li> </ul>	C4-45
<p>Page 8: Discusses safety concerns and mentions accidents but never speaks to details of severity of accident. That is, how many deaths and serious injuries? A simple accident history study may clarify actually what is causing the accidents and one would not have to speculate if the “improvements” will help or not.</p>	C4-46
<p>Page 9-11: Discusses alternatives and shows map of only the “preferred” alternative. Better descriptions of the discarded versions along with key simple maps or drawings would have been a lot more helpful to the average reader.</p> <ul style="list-style-type: none"> <li>• <i>How can the public judge the merits of the discarded alternatives against the “preferred” design without understanding the basics of the alternatives via at least a simple sketch and short discussion?</i></li> <li>• <i>Is the public to just blindly accept the words and recommendation of the certain to be at least slightly biased authors?</i></li> </ul>	C4-47
<ul style="list-style-type: none"> <li>• <i>Incidentally, is only offering a “no build” as the only alternative, entirely permissible under CEQA?</i></li> </ul>	C4-48
<p>Page 12: This is where the Santa Clara Ave. widening project is mentioned. It is stated that the County project is “independent” of the subject interchange project. That may be true from a lead agency perspective but there was interagency cooperation so that the projects will abut seamlessly. What is not true and what was not discussed is that they will not act independent from each other. They will <u>interact and complement each other</u>. Each will take advantage of the others capacity and performance to max-out their own performance. That is</p>	C4-49

how systems are designed and should function. What was not analyzed, at least not said, is how much effect one will have on the other.

- ***For instance, how many additional motorists will be induced to exit the freeway and enter the county Northbound project to travel beyond and, of course, return by the same route?***
- ***What environmental impacts may happen or be induced by same? (This is supposed to be a document to explore the environmental effects but it wasn't done beyond the short-term construction impacts.)***
- ***Why was the project even mentioned if you weren't going to discuss the effects?***

C4-49  
cont'd

**Page 13; 4.1 Regional Setting:** This section again repeats that The Oxnard Plain is the Focal point urban Growth in Ventura County. It is not only because it has flat land, it is because it lies on the 101 freeway which allows easy access for any development. Just look back along the entire 101 to the South. There is development even in the more hilly areas as long as there is access. And, of course, it doesn't hurt that Oxnard politicians are noted to be "development" minded. It is a shame that they are the keepers of the keys to this irreplaceable treasure of flat prime farmland. Rampant development is occurring, in Oxnard, over some of the best (if not the best) farm land and climate in the country. Concrete is forever and it may be covering 30 feet depth of TOP topsoil!

C4-50

**Page 15; 4.2.3 Biological Resources:** The statement is made that the Eucalyptus trees are non-native species and are therefore not considered a biological resource for purposes of this analysis. I agree that they are not native but they form the migratory home for the Monarch butterfly which, for some reason did not make your listing of creatures that nested in the trees. I am confused because in the IS/EA covering the 118/34/Donlon Rd. project, Caltrans, after suitable corrective urging by the public, made a point of counting the Eucalyptus trees they were going to cut down and claimed they will mitigate them with replacements at a 10:1 ratio.

C4-51

- ***As the subject project "Natural Environment Study" states that 216 of 246 mature trees, the majority of which are eucalyptus trees, will be removed, I ask; How many new trees and what types will you be replanting and in what ratio of replacement?***
- ***Where will the migratory birds and butterflies rest?***
- ***Are you going to replace the trees with palm trees for esthetic reasons or to project a better image?***

C4-52

C4-53

C4-54

**Page 17; 4.3.1 Population:** I have already commented on the statistical slant presented by using the census tract areas. But some things bear repeating due to their implications. We now know that only 17 to 20% of the population in the over all project "area" (i.e. census tracts) have incomes below the poverty level. What we don't know is the average income levels of the families being directly impacted, that is, the 18 to 20 families being relocated.

C4-55

- **What is their average income level?**
- **Isn't that important so as to ascertain that one particular minority (the very poor) doesn't bear the brunt of the impacts?**

C4-56

**Page 19; 4.4.1 Existing land use:** Regarding the Southeast Quadrant, while at the July 31 meeting I couldn't help to note that Sakioka Farm representatives (plural) were there to protect their clients' interest and restate their intentions and interests in developing the farmland.

**Page 21& 22; 4.4.2 Land use planning and policy;** The last sentence on page 21 continues on 22 speaks of incentives to be developed to encourage land use transition from residential to commercial uses in the Nyeland Acres area. I assume that applies only to the area of Nyeland Acres that is controlled by Oxnard. When one looks at a Thomas Guide map of Oxnard for the area one is struck on how odd shaped the boundary line is for Oxnard's area of Nyeland Acres. It seems to follow almost exactly the shape to allow the "preferred" alternative to be instigated.

C4-57

- **Is that just a coincidence?**
- **When was that shape and boundary line established?**
- **Had the decision already been made as to the type and size of the northern terminus of the project?**

**Pages 34-38: Environmental Evaluation Checklist:** The checklist items that are to be addressed will be listed by the number of the question and by the page number where that question was explained.

Questions 33 & 37.. **page 58** Growth Inducement. In first paragraph it is suggested that the project will stimulate economic conditions and potentially expand development opportunities particularly in the project area.

C4-58

- **One of the benefits of this project is given as that "better access" will help meet the goal of encouraging commercial and light industrial uses. Will the same principal of "better access" apply outside the Oxnard City limit?**
- **Isn't "easier or better " access a two-way street?**

- Questions 33 & 37..page 59: Mobile Home Relocations: I am confused.
- ***Does the city of Oxnard have to or intend to “provide relocation advisory assistance” or is exempt from City code requirements?***
- C4-59

**Questions 34 and 36..page 60**

Regarding comments on “Effects on Community and Neighborhood Character”: I agree that the impacts of dispersion would be adverse. I don’t agree that the adverse effects could be reduced, over the long term by residents with participation in other community-like settings like religious institutions, schools, and social and recreational groups. Unless, by long term, you mean years and even decades. Their long term relationships in their cohesive Owl Trailer Park community were developed over the years and cannot be re-established that quickly with strangers. They have established church and school participation. There is no guarantee that they will be joining those same organizations, as they may be re-located miles from Nyeland Acres. Meanwhile they will be hit with higher rent and living costs concerns that will interfere with their time and emotions to establish new relationships. It will be hard on them and “market value” money and relocation costs won’t compensate for the pain and stress. The above is my **personal opinion** after personally hearing them voice their concerns at the Council meeting.

C4-60

**Question 35..page 63**

In the last paragraph it is declared that “there is no evidence that this result (impacts borne by the poor and minority) has occurred intentionally,”

- ***Does the “I didn’t intend to kill them” excuse really help the people who “died”?***
  - ***If it is shown that the project could have just have easily been designed so the impacts to the NE quadrant could have been greatly lessened, would that declaration still be true?***
  - ***Were any of the earlier discarded design proposals less severe on or absent of impacts on the 18 families being devastated by this preferred design?***
  - ***How can the public judge the validity of your “intention denial” without some clear idea of what has actually been studied and proposed?***
  - ***What was the 1993 proposal mentioned in the comment letter No. 9 petition from the people of Nyeland Acres?***
- C4-61

Question 38: **Page 66** .. Regarding the “Business and Employment Effects”:

C4-62

The argument that the loss of 42 jobs does not constitute a significant portion of the employment of the City and is therefore not significant impact under CEQA was made. It seems that the impact is being hidden in a larger statistical mass again just like the percentage of below-poverty incomes in the large census areas. One could say that the entire City of Oxnard population comprises less than 1% of the State of California so therefore if we lose the City it won't be significant. One can always make comparison with larger groups to make any loss seem small or insignificant. The impacts are very significant to the ones involved and I'm sure the 42 jobs lost is a high percentage of the jobs within the project boundaries.

- **What percentage of jobs within the project area did the 42 comprise?**
- **How many jobs within the project area will remain after the project is done and before Oxnard chooses the new businesses it will allow to replace the displaced businesses and families?**

C4-62

Question 40: **Page 67...** regarding Effects on Community Facilities: The statement is made that the impact would be minor and besides there will be a sidewalk right up to the end of the project. This appears to be another example of not being able to look beyond ones nose (project boundaries). The true and dangerous impacts (no pun intended) will be from the speeding cars and their jockeying to be the first to get from 3 lanes northbound to 1 lane just as they get to the school area and beyond. The accelerating truck noise won't help either.

- **What kinds of safety studies were made with regards to the speed of the vehicles that will be travelling on Santa Clara through the Nyeland Acres community?**

C4-63

Questions 42 & 43: **page 68..** Regarding Effects on Traffic and Transportation: The statement in the 1<sup>st</sup> paragraph really confuses me. The last portion of the 2<sup>nd</sup> sentence reads; "to identify measures necessary to ensure affected intersections would operate at an unacceptable level of service (LOS D or worse)."

- **Does this mean that Kaku Associates was paid good taxpayer money to ensure that the intersections would not operate acceptably? I think the statement should have read "would NOT operate at an unacceptable..."**

C4-64

Question 47: **pages 70 & 71..** Regarding "Development Effects": The last two sentences essentially say that because of the interchange improvements that provides better access, especially for truck traffic, project-induced growth was anticipated.

C4-65

- Does that mean that Oxnard and Caltrans will admit that transportation infrastructure that provides better access can lead to induced growth?  C4-65 cont'd

Question 55: **page 72..** regarding “Cumulative Impacts”: The first two sentences define the authors’ self imposed view of the “related projects in the area “ and along with their very narrow scope of environmental impacts that could be “cumulative”. Those false and self-imposed restrictions that they assumed (and we all know how that word is spelled) is the crux of most of the deficiencies within the report, at least from the CEQA cumulative impacts standpoint. The section on page 72 of the report flies in the face of the corresponding page 72 of the IS/EA of the Pleasant Valley /SR 1 interchange as was seen earlier on page 9 of this critique.

- *How do the authors and Caltrans reconcile the two different versions of “Cumulative Impacts” as published in two different reports in which Caltrans is a major participant?*
- *ISN’T IT TIME FOR CALTRANS AND OTHERS TO “FESS UP” AND DO A FULL, HONEST AND TRUE “CUMULATIVE IMPACT” STUDY OF THIS PROJECT AS PART OF THE “CORRIDOR”? After all, the infamous page 72 stated that it should be done:*
  - ✧ ***EACH INDIVIDUAL PROJECT PROCRASTINATION** leads to*
  - ✧ ***“CUMULATIVE” PROCRASTINATIONS** which means*
  - ✧ ***CUMULATIVE CEQA VIOLATIONS***
- *WHEN WILL CALTRANS DO WHAT IT SAYS SHOULD BE DONE?*
- *WILL CALTRANS HONOR ITS STATEMENT OR PROCRASTINATE TILL THE NEXT PROJECT, AND THE NEXT, ETC. UNTIL IT IS TOO LATE TO DO ANYTHING ABOUT THE IMPACTS?*

C4-66

## “V”. SUMMARY

In summary, I will just list the initial statement that I intended to prove and I believe I did, regarding the unwarranted Negative Declaration. I will follow that with the OVERALL CONCLUSIONS followed with conclusions from the Sections I, II and III and the last question from Section IV.

**To prove:**

The July 2001 IS/EA regarding the Rice Avenue/U.S. 101 Interchange Project is completely lacking in addressing “Cumulative Impacts” and as a consequence it is entirely deficient in this major CEQA area. Therefore a Negative Declaration is neither warranted nor justified.

### OVERALL CONCLUSIONS:

- ★ ***There is absolutely no way that a Negative Declaration is warranted.***
- ★ ***The involved transportation agencies should use this opportunity to address the Cumulative Impacts being generated and formed by the series of projects described within this critique.***
- ★ ***The overall Cumulative Impacts, of dozens of related projects in the past and including the present IS/EA have not been addressed as CEQA requires. It is time for this abuse of Environmental Laws to cease.***

C4-67

**SECTION "I" CONCLUSIONS:  
"CUMULATIVE IMPACTS"**

- #1. ABSOLUTELY NONE OF THE CUMULATIVE IMPACTS FROM THE MANY INTERCONNECTED AND INTERACTING PROJECTS **HAVE BEEN ADDRESSED** IN THIS IS/EA (OR ANY OF PRIOR CORRIDOR PROJECT REPORTS REVIEWED) AS REQUIRED BY CEQA.
- #2. THEREFORE THE SUBJECT INTERCHANGE IS/EA IS ENTIRELY **INADEQUATE IN IT'S ADDRESSING OF CEQA §15355 REQUIREMENTS.** THOSE IMPACTS COULD APPLY TO TRAFFIC, NOISE, FARMLAND, ENVIRONMENTAL, AIR QUALITY ETC. **THEY WERE NOT MENTIONED OR ADDRESSED, MUCH LESS ANALYZED AND MITIGATION ATTEMPTED AS REQUIRED UNDER BOTH CEQA AND NEPA!**
- #3. THE REPORT IS **DEFECIENT** AND NEEDS TO BE SERIOUSLY RE-WRITTEN TO INCORPORATE ADEQUATE ANALYSIS AND POSSIBLE MITIGATION EFFORTS ON ALL OF THE CUMULATIVE IMPACTS.
- #4. APPARENTLY CALTRANS KNEW OF THE NECESSITY TO ADDRESS THE **"CUMULATIVE IMPACTS"** THAT CAN ARISE OUT OF THE **INTERACTIONS** BETWEEN THE TWO CLOSELY RELATED PROJECTS BUT KNOWINGLY **DID NOT ADVISE** THE WRITERS OF THE SUBJECT IS/EA. IF SO, THAT WOULD BE A **CLEAR VIOLATION** OF ARTICLE 2 § 15020 OF CEQA.

C4-67  
cont'

**SECTION "II" CONCLUSION:  
"RELOCATION IMPACT REPORT AND RELATED ISSUES"**

**When a small group of disadvantaged citizens are impacted so severely and selectively, the mitigation efforts should be extraordinary or better yet, the project should be modified such that the impacts are not so concentrated on this one sub-community. And if it is shown that the project design was skewed to remove the "blight" of the NE quadrant in deference to more prosperous quadrants, the travesty of justice is even more grievous.**

C4-68

C4-69

**SECTION "III". CONCLUSIONS:  
"TRUCKS, DESIGN FEATURES AND CONSEQUENCES"**

1. THE SUBJECT IS/EA IS SERIOUSLY DEFICIENT IN REGARDS TO TRUCK STATISTICS (NUMBERS, PERCENTAGES, AND ACCIDENT INVOLVEMENT DATA), ESPECIALLY CONSIDERING THAT IT PLACES HIGH RELIANCE ON VARIOUS TRUCK ATTRIBUTES. C4-70
2. THE SUBJECT IS/EA DOES NOT ADEQUATELY EXPLAIN THE ALTERNATIVE DESIGNS CONSIDERED AND DISCARDED. C4-71
3. THERE IS NO TRUCK ACCIDENT JUSTIFICATION FOR PLACING THE LOOP-ON-RAMP IN THE NE QUADRANT.
4. THERE APPEARS TO BE NO OVERWHELMING JUSTIFICATION, UNDER ANY PRETEXT, FOR PLACING THE LOOP-ON-RAMP IN THE NE QUADRANT.
5. THE CONFLICT OVER STOPPING SOUTHBOUND IN THE PREFERRED DESIGN AND ALLEGEDLY NOT STOPPING IN THE EXISTING NORTHBOUND DIRECTION RAISES STRONG QUESTIONS AS TO THE VALIDITY OF JUSTIFICATIONS FOR THE PREFERRED DESIGN. C4-72
6. THE CONFLICT BETWEEN THE NORTHBOUND AND SOUTHBOUND PREFERRED DESIGN ACCELERATION RAMPS' PERFORMANCE WOULD STRONGLY SUGGEST THAT VALID CRITERIA WAS NOT USED FOR DESIGN SELECTION.
7. THERE IS A GOOD CHANCE THAT THE PREFERRED DESIGN WAS CHOSEN FOR REASONS THAT IMPACTED THE NE QUADRANT RESIDENTS IN DEFERENCE TO THE "PROSPEROUS" QUADRANTS TO THE SOUTH. C4-73

- *ISN'T IT TIME FOR CALTRANS AND OTHERS TO "FESS UP" AND DO A FULL, HONEST AND TRUE "CUMULATIVE IMPACT" STUDY OF THIS PROJECT AS PART OF THE "CORRIDOR"? After all, the infamous page 72 stated that it should be done:*
  - ★ *EACH INDIVIDUAL PROJECT PROCRASTINATION leads to*
  - ★ *"CUMULATIVE" PROCRASTINATIONS which means*
  - ★ *CUMULATIVE CEQA VIOLATIONS*
- *WHEN WILL CALTRANS DO WHAT IT SAYS SHOULD BE DONE?*
- *WILL CALTRANS HONOR ITS STATEMENT OR PROCRASTINATE TILL THE NEXT PROJECT, AND THE NEXT, ETC. UNTIL IT IS TOO LATE TO DO ANYTHING ABOUT THE IMPACTS?*

C4-74

I thank you for this opportunity to comment upon and critique this, what I consider to be, an **entirely deficient** IS/EA . I again apologize for the length but as explained before the absolute numbers of projects involved in the corridors being constructed piecemeal dictate a voluminous amount of material. Besides the reports' numerous deficiencies forced an even longer dissertation .In addition the lack of details on justifications, design decisions, alternates considered, obvious oversights etc. raised many questions. Almost 12 dozen to be more precise. All of these are repeated in APPENDIX 1.



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**Appendix 1**

## **Appendix 1**

The following is a listing of the questions as found in this critique. They appear in the order they were presented. The page from which they came is titled above the related questions. It is hoped that these questions will be read and that a high percentage will be answered. But, being a realist with past experience with such things, I think that Caltrans will ignore what they don't want to address publicly, answer a few leaving out half of the gist of the question, and answer a few so that it looks like they are cooperating with the public. Then they will go do what they want to do anyway. But by submitting this long critique and question list, I will be making public record of the public's concerns.

### **PAGE 5**

- *Does Caltrans and Oxnard deny that the Pleasant Valley and the subject interchange are related and part of the same "system" or Port Transportation corridor?*
- *Will the two related projects interact and therefore will their environmental impacts be additive and cumulative?*
- *If those two can interact between each other, can't other related projects interact with them (singly and as a unit)?*
- *Do the authors of this report agree that "cumulative" is a two-way street? That is, the traffic impacts flow both to and from the subject project, not just outward.*
- *Were the authors of the subject report aware and familiar with the IS/EA published on the Pleasant Valley interchange?*

### **PAGE 6**

- *Will the addition of these projects combined with the past and present projects already going combine to make it easier for traffic to flow up or down the corridor?*
- *Do improved intersections when connected to 4 or 6 lane "highways" increase the capacity of the intersection and therefore flow more vehicles?*
- *Will the above projects induce, entice and allow more traffic to use the corridor than would have before when they (the motorists) took different routes?*

### **PAGE 7**

- *Don't the same questions that applied to the south "4" superscripted items apply to the north "4A" items?*

**PAGE 7**

- *Wouldn't the subject 101/Rice Ave. interchange impact traffic on the connecting arterial roads in the same manner or even more so?*

**PAGE 8**

- *Could the same "need for environmental work" apply to the subject interchange?*
- *Has Caltrans advised the authors of the nature of the "environmental work" needed in the 118/34 project or what might be needed for the subject project?*
- *In other words did Caltrans guide or limit the authors of the subject IS/EA in any way?*
- *Would the fact that the subject interchange is much more massive (than the "j" project) and will be emptying on multi-lane roads have more potential for significant traffic and environmental impacts?*
- *If not, why not?*
- *Shouldn't the authors of the subject project expend additional time, effort and studies to address the similar (to the Somis project) environmental work "needs"?*
- *Don't the same concerns and principles apply?*

**PAGE 9**

- *Did Caltrans advise the authors why the 118/34-intersection project needed "Environmental work" and was delayed? (They have never told the residents of the involved community [Somis] either!)*
- *Why did Caltrans delay the Somis project?*
- *Was the fact that it is "planned" to convert Rice Ave. to SR1 in the future, known and considered by the writers of the subject IS/EA?*
- *Will the fact that SR-1 will be re-designated and signed, cause and direct more traffic) to flow North along the corridor?*

**PAGE 10**

- *Will this traffic impact the corridor and areas even beyond the 101?*
- *If not, why not?*
- *Isn't it a straight path on Rice Ave over the 101, north on Santa Clara and directly onto SR 118?*
- *Does Caltrans and the authors agree with VCTC that cars are like water and will follow the path of least resistance?*
- *Is that simple explanation another way of saying that traffic is induced to take a particular route because it is faster or shorter?*

**PAGE 11**

- *Does Caltrans and Oxnard agree that there is a phenomenon known as VMT?*
- *Does Caltrans agree or disagree that this project will greatly assist motorists and truckers to use the eventual planned, but not admitted publicly, “Port to Moorpark” corridor? Whether you call it a “transportation route or a corridor, it doesn’t matter. Whatever you call it; A corridor (rose) by any other name would flow as well (smell as sweet).*

**PAGE 12**

- *Why wasn’t the Cumulative Impact “interaction” subject broached in the 101/Rice Ave. IS/EA?*
- *Shouldn’t Caltrans had “alerted” the writers of the subject IS/EA of the known “interaction” between projects?*
- *If so, why not?*

**PAGE 13**

- *Will the writers of this IS/EA, now that the public has alerted them, respond and address the Cumulative Impacts, as CEQA requires?*
- *Why not?*
- *Do the authors of this subject IS/EA actually disagree with the statements on page 72 of the Pleasant Valley/SR 1 IS/EA?*
- *Upon what basis and reasoning?*
- *Are we, the public, to believe that expensive freeway interchanges do not speed up the flow of traffic, increase the capacity (more vehicles per hour) don’t, in essence, dump traffic onto and suck traffic from the 4 to 6-lane arterial highways attached to them?*
- *If not, what are they designed for?*

**PAGE 14**

- *Don’t transportation projects, within a system, interact with each other?*
- *Are we to believe that motorists are not attracted to routes that they perceive to be faster (offer less resistance) or allow them to travel further and therefore live further away from work?*
- *Or else, why do motorists try different routes to and from work?*
- *Is the public supposed to believe that the farmland and farm operations along the corridors created are not going to be impacted?*
- *Is it wrong to think that more trucks will find it easier to join on the “Port to Moorpark and beyond Corridor” and thus impact the communities along the path?*

**PAGE 14**

- *As the Pleasant Valley Interchange alone, chewed up 50 acres of farmland, shouldn't concerned residents of Ventura County logically deduce that even more farmland will be concreted over by the projects on the books along the corridors?*
- *Won't development pressures (Growth inducement) be increased along the corridor as it has done along other traffic corridors in Southern California including the 101 and 118 freeways in Ventura County?*
- *Please explain why not!*

**PAGE 15**

- *Won't the corridor perhaps "induce unplanned growth"?*
- *How do we know unless we study and analyze?*
- *Is Caltrans going to wait till it is too late to do any mitigation before they analyze?*
- *If not now, when?*

**PAGE 19**

- *Does Caltrans admit that 20 or more projects will have more cumulative impacts than the 2 to 4 implied in their page 72 comments?*
- *If not, why not?*
- *Is Caltrans waiting till all projects are funded (\$\$ committed) or done except one before it "addresses the cumulative environmental effects"?*
- *If a project is described in numerous concept and proposed plans and others on that list have already been financed and/or built, isn't it logical that the project is going to be financed and built?*
- *If not, why would it be on a list in the first place?*

**PAGE 20**

- *Can Caltrans, Oxnard, and the County be up front and honest with the public and truly let them know what they (the transportation agencies) have in store for our beloved County?*
- *How much total farmland, especially prime farmland, will be destroyed along the path of the corridors?*
- *How beneficial will the growth (planned or induced and unplanned) be to the Agriculture of the area being traversed?*
- *Which communities will be forever changed and impacted?*
- *Which small communities will be traffic and truck impacted like Moorpark?*
- *How much will the traffic increase by being induced or re-directed to use the alternate corridors being created?*

**PAGE 20**

- *How many more diesel spewing, cancer-causing trucks will choose the corridor through Nyeland Acres, Somis and Moorpark?*
- *How many natural habitats and routes of animals will be disrupted or destroyed?*
- *What will the glare from additional signal lights and lampposts do to the rural ambiance inherent in the land being traversed along the corridor to Moorpark?*
- *Finally, when SOAR expires or more likely is overturned by a developer-financed initiative, won't the entire system of transportation infrastructure, being already in place, allow massive and sudden development to occur?*
- *Etc etc. etc.*

**PAGE 21**

- *Would Caltrans and Oxnard have us believe that the only project related to and interacting with this 4-direction interchange project was an abutting project to the North?*
- *What about the abutting 5 to 6-lane Rice Ave. to the South? (Of course, that project is already built and so, no overlapping time construction impacts.)*
- *Would they have us accept that the only cumulative impacts that the environmental laws known as CEQA are interested in are construction-related activities that overlap in time? (That is ludicrous even for Caltrans!)*
- *Referring to the last line of section 6.29 of the report; are we to accept that as it is claimed that no additional traffic will be generated (created out of thin air) or that the induced or redirected traffic attracted by this key freeway interchange will not impact the corridor?*
- *Doesn't traffic and cars tend to flow like water to the path of least resistance?*

**PAGE 24**

- *Where will they be able to buy another "home" with the so call fair market value of their trailer?*
- *After all, what is 30-year-old trailer worth?*
- *Where will they find a trailer park they could afford even if they do find a cheap equivalent trailer to buy?*
- *How will they be able to re-generate the closeness and almost family like "help each other" attitude that seemed to permeate among the victims as they spoke (through an interpreter) at the July 31<sup>st</sup> meeting.*

**PAGE 25**

- ***Is it financed as part of the same SCAG Port Access Study package as the Pleasant Valley/SR1 Interchange was?***
- ***Was the presence of a large number of trucks and their specific needs a factor in obtaining funding for this project?***
- ***Was the design skewed to obtain and justify that funding?***

**PAGE 26**

- ***I repeat, why was the large radius loop-on-ramp design placed in the NE quadrant? (Cars don't have a problem accelerating and the accident rate doesn't justify it for trucks!)***
- ***Was the project design SKEWED to remove the blight of the NE quadrant in deference to the more profitable and potential higher tax base quadrants (the SE and SW quadrants)?***
- ***Would that be a violation of any of the Handbooks and other publications listed in the Appendix B: Bibliography of the Draft Relocation Impact Report?***
- ***They were read and considered weren't they?***
- ***Would the conclusions reached regarding this project have been different if there was no justification for the loop-on-ramp to be in the NE quadrant?***
- ***Was Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations" followed?***
- ***Were there any Civil Rights violations?***
- ***In short were the poor families in the NE quadrant that were directly impacted unfairly "targeted" for relocation because of their economic status and area condition compared to their "neighbors" in the quadrants across the freeway?***
- ***Why wasn't there more truck statistics given? (numbers, percentages, and accident involvement)***

**PAGE 27**

- ***Was this simple "double diamond" design concept explored in earlier project proposals?***
- ***Where is the write up and critique on that proposal and on other proposals?***

**PAGE 29**

- ***What was the 1993 design referred to in the petition presented as Comment No.9 in the subject IS/EA? (One would think that that design at the absolutely very least would have been described and a map shown.)***

**PAGE 29**

- *Is having two ramp blends in the same general area a safer and good idea?*
- *What is different between the safety conditions of Northbound off-ramp vehicles slowing in the “existing” design and Southbound off-ramp vehicles slowing in the “preferred” design?*
- *Why is one a concern and one not?*
- *Why won't a both sides being diamond design alternative work?*
- *Doesn't Caltrans have other interchanges along the 101 where the signal light spacing is also close? (Like Vineyard, Las Posas, Rose Ave., Carmen, Moorpark Rd. etc.)*

**PAGE 31**

- *Which is it? A higher or lower percentage of large trucks? If the lower percentage was used for calculation or assumptions then perhaps the study should be redone!*
- *Are the authors aware of which way on the 101 freeway that trucks are expected to go from this interchange?*
- *Are the authors aware of which way trucks traveling north on Rice Ave? (future SR 1) will continue?*
- *Is the total numbers of trucks using the present “not up to standard” interchange known?*
- *What is going on? What do the authors know or don't?*
- *How many large trucks do they expect to get off of the freeway and travel north, via Santa Clara to catch the 118, 126, or south via Rice Ave. to the port?*
- *Shouldn't that study had been done to allow one to speak with confidence concerning any significant cumulative impacts?*
- *Is there some reason why the number of trucks using the corridors leading away from and through this interchange were not specifically studied and known and stated?*
- *Are the authors aware of any truck traffic counts at any point along the Port to Moorpark corridor?*
- *What are they and what were the results?*

**PAGE 33**

- *I wonder if anybody believes or may be concerned that roads “facilitate” development which may have the undesirable effect of inducing unplanned growth as Caltrans admits can happen?*
- *Does Oxnard consider turning radius of trucks more important than the survival of families?*

**PAGE 33**

- *Does Oxnard give more priority to the “blight removal” or “transitions to commercial decisions” than they do to the poor families being displaced from the NE quadrant?*
- *Why not?*
- *How can the public judge the merits of the discarded alternatives against the “preferred” design without understanding the basics of the alternatives via at least a simple sketch and short discussion?*
- *Is the public to just blindly accept the words and recommendation of the certain to be at least slightly biased authors?*
- *Incidentally, is only offering a “no build” as the only alternative, entirely permissible under CEQA?*

**PAGE 34**

- *For instance, how many additional motorists will be induced to exit the freeway and enter the county Northbound project to travel beyond and, of course, return by the same route?*
- *What environmental impacts may happen or be induced by same? (This is supposed to be a document to explore the environmental effects but it wasn't done beyond the short-term construction impacts.)*
- *Why was the project even mentioned if you weren't going to discuss the effects?*
- *As the subject project “Natural Environment Study” states that 216 of 246 mature trees, the majority of which are eucalyptus trees, will be removed, I ask; How many new trees and what types will you be replanting and in what ratio of replacement?*
- *Where will the migratory birds and butterflies rest?*
- *Are you going to replace the trees with palm trees for esthetic reasons or to project a better image?*

**PAGE 35**

- *What is their average income level?*
- *Isn't that important so as to ascertain that one particular minority (the very poor) doesn't bear the brunt of the impacts?*
- *Is that just a coincidence?*
- *When was that shape and boundary line established?*
- *Had the decision already been made as to the type and size of the northern terminus of the project?*
- *One of the benefits of this project is given as that “better access” will help meet the goal of encouraging commercial and light industrial uses. Will the same principal of “better access” apply outside the Oxnard City limit?*

**PAGE 35**

- *Isn't "easier or better" access a two-way street?*

**PAGE 36**

- *Does the city of Oxnard have to or intend to "provide relocation advisory assistance" or is exempt from City code requirements?*
- *Does the "I didn't intend to kill them" excuse really help the people who "died"?*
- *If it is shown that the project could have just have easily been designed so the impacts to the NE quadrant could have been greatly lessened, would that declaration still be true?*
- *Were any of the earlier discarded design proposals less severe on or absent of impacts on the 18 families being devastated by this preferred design?*
- *How can the public judge the validity of your "intention denial" without some clear idea of what has actually been studied and proposed?*
- *What was the 1993 proposal mentioned in the comment letter No. 9 petition from the people of Nyeland Acres?*

**PAGE 37**

- *What percentage of jobs within the project area did the 42 comprise?*
- *How many jobs within the project area will remain after the project is done and before Oxnard chooses the new businesses it will allow to replace the displaced businesses and families?*
- *What kinds of safety studies were made with regards to the speed of the vehicles that will be travelling on Santa Clara through the Nyeland Acres community?*
- *Does this mean that Kaku Associates was paid good taxpayer money to ensure that the intersections would not operate acceptably? I think the statement should have read "would NOT operate at an unacceptable..."*

**PAGE 38**

- *Does that mean that Oxnard and Caltrans will admit that transportation infrastructure that provides better access can lead to induced growth?*
- *How do the authors and Caltrans reconcile the two different versions of "Cumulative Impacts" as published in two different reports in which Caltrans is a major participant?*

**PAGE 38**

- **ISN'T IT TIME FOR CALTRANS AND OTHERS TO "FESS UP" AND DO A FULL, HONEST AND TRUE "CUMULATIVE IMPACT" STUDY OF THIS PROJECT AS PART OF THE "CORRIDOR"? After all, the infamous page 72 stated that it should be done:**
  - ✧ **EACH INDIVIDUAL PROJECT PROCRASTINATION leads to**
  - ✧ **"CUMULATIVE" PROCRASTINATIONS which means**
  - ✧ **CUMULATIVE CEQA VIOLATIONS**
  
- **WHEN WILL CALTRANS DO WHAT IT SAYS SHOULD BE DONE?**
- **WILL CALTRANS HONOR ITS STATEMENT OR PROCRASTINATE TILL THE NEXT PROJECT, AND THE NEXT, ETC. UNTIL IT IS TOO LATE TO DO ANYTHING ABOUT THE IMPACTS?**

**Appendix 2**

**ADDENDUM**  
**(TO MAY 8, 2000 COMMENTS)**

Don Kosinski, Chief  
Office of Environmental Planning  
Department of Transportation (Caltrans District 7)  
120 S. Spring Street  
Los Angeles, CA 90012

May 18, 2000

Re: **Addendum** to my May 8, 2000 Comments on the 118/34/Donlon Rd. IS/EA

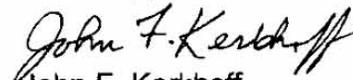
Dear Mr. Kosinski;

Due to the fortuitous (from the public's viewpoint) procedural error on the part of Caltrans which caused a 30 day extension for comments, I am sending you an Addendum to my original comments. It gives me a chance to explain to you and other readers the infamous "Connect the Dot" theory and the relationship to CEQA rules and even to SHOPP funding. It is said "infamous" as Caltrans officials, including you I believe, heard it first in late '98 at the Somis meeting. The comment from one official as he walked by me leaving that night, was words to the effect; "Interesting but let's see what you'll be able to do about it".

Anyway, I am including 2 copies of the 6-page addendum including the map sketch (**Figure 10**). One copy has been "hole-punched" for inclusion in the original notebook provided.

Incidentally, when I signed the original letter "Till next time", I didn't realize I'd get another chance for communication with you so soon.

Sincerely,



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**Addendum to letter of May 8, 2000 commenting on the IS/EA**

The concepts of “**segmenting**” and “**cumulative impacts**” are central to many CEQA questions. The terms were mentioned, but not fully explained, on pages 2-4, 13, 14, 36, 42-44 and in Appendix 7 of the main text of the letter. Therefore to supplement those brief earlier references; this Addendum and attached **Figure 10** were prepared. The “Connect the Dots” theory will be used to visually illustrate and verbally explain how transportation agencies are avoiding the “cumulative impacts” aspect of CEQA law.

**Segmenting, Cumulative Impacts and “Connect the Dots”**

Almost the entire western Ventura County is evidence of the “**segmenting**” methodology employed by the transportation agencies in avoiding CEQA regulations regarding “**cumulative impacts**”. Entire traffic corridors are being constructed in piecemeal fashion with individual segments (projects) that later are joined by “**connecting the dots**”. That is, the individual intersections or interchanges are built first and then they are connected later by constructing wider and “improved” roads between the projects. By connecting the “dots” (projects) complete traffic corridors are created. The connecting roadways are the final increment in the process of creating 4-lane or more traffic corridors.

As an illustration of the ongoing process, the proposed subject 118/34 intersection is key, or central, to **three** separate major traffic corridors nearing “completion” but yet there has been no known corridor wide EIR prepared for any of the 3 corridors. The question on how the combined sum of all the individual projects will impact the Las Posas Valley or the community of Somis or any of the other communities or environment along the particular corridor path has been side-stepped and never addressed.

The principal corridor of the three is the SR118 stretching from Saticoy in the west to Moorpark in the east. This services Saticoy and points along the 126 freeway to the west and Moorpark and points beyond including Simi Valley and north Los Angeles to the east. It is presently still a rural 2-lane highway in most places but projects have been built within its length per published and discussed plans. The first plans proposed were Caltrans’ 1991 Route Concept Report (RCR) for the entire SR 118 and the corresponding PSR (Project Study Report) for widening the 2-lane highway, non-freeway, section to a 4-lane divided highway. See **Appendix 1 of main letter**. The past, present and future two lane SR118 individual “corridor” projects are detailed in the listing below. The corresponding numbers (circled) are shown on the accompanying **Figure 10** scale sketch.

**I.. Saticoy to Moorpark (126 to 118/23 Freeways ) “SR118 Corridor”**

1. Improved 126 freeway off-ramps made access to the 2-lane 118 easier.
2. Improved and widened signalized intersections between freeway and town allowed faster and more convenient commuter travel.

3. Six lane "Bypass" of the "downtown" section of Saticoy enabled faster and easier traversing of the tiny town (at 45 mph).
4. Santa Clara Bridge. Four lane plus median and paved shoulders (~82 feet wide rail to rail) enabled commuters and trucks to access the 2-lane 118.
5. Improved Vineyard Rd. (SR232) intersection adjoins the start of the two lane SR118.

The above five segments are the same basic west-end projects referred to in the earlier Caltrans' PSR that predictably increased the traffic on the 2-lane 118 all the way to Moorpark (see pages 1,2 & 3 plus **Appendix 1 of main text**) Segments 1 through 6 are complete and in place.

6. Recent signalization of the Rose Ave./ 118 intersection.
7. Yet to be built Santa Clara/ SR118 intersection.
8. Note: The approximately 2 mile section of SR118 from # 5 to # 7 has been discussed, at one time, as a high accident rate segment and may be incorporated into one "safety" fix project including Improved Rose and Santa Clara Ave. intersections.
9. Proposed as far back as 1991 and again in 1997 "S" curves project near Mesa School. Recently rescinded for unknown reasons (Probably funding) but was to be an improved ½ mile "segment" of SR118.
10. **Proposed subject 118/34 intersection** is the alleged major "impediment" to traffic in the original project length of approximately 15 miles. The intersection improvements were first proposed in the SR 118 project wide 1991 PSR, studied more thoroughly in 1994 PSR and yet again in the subject 2000 PSR. Incredibly Caltrans will not admit that the subject intersection project is "part of a plan" or a "segment" even with three of their own published PSRs studying and following the plan. Such a common sense admittance must somehow clash with a funding restriction therefore apparently Caltrans can't admit the obvious or they would lose the funding. Or perhaps being a "part" is the same as admitting "segmenting". Something is causing Caltrans officials to deny the obvious!
11. The Termes crossing of the Southern Pacific railroad, near Moorpark has been discussed as a grade separation project as far back as the 1991 PSR.
12. Within the city of Moorpark numerous intersection improvements (some as wide as 6 to 7 lanes) as well as roadway improvements and ongoing re-signalization projects are attempting to handle and speed up the larger flow of traffic through Moorpark.
13. Better access to and from the 23 and 118 freeways via greatly improved on and off ramps.
14. Elimination of the gap between the end of the East/West 118 and the end of the North/South 23 freeway was completed in about 1993.

Note that #12,13 & 14 are the "eastern end" projects spoken about in the 1991 PSR plans for widening the entire 118. They are complete and in use. See pages 1,2 & 3 plus **Appendix 1 of main text**.

All of these 14 individual projects have contributed to or increased or will increase the traffic flow on the 2-lane 118 as more motorists find it easier to take this rural highway.

With each traffic improvement traffic flowed better, at least temporarily, until more commuters discovered the "easier" flow and joined the earlier users to cause even the newer projects to begin to congest. That brings us up to the present proposed intersection, which has been declared not to be a "segment" and is a "stand alone" project. I suppose that it was or will be proclaimed that **all** these other thirteen projects (segments) are "stand alone" projects also that won't or didn't contribute to the increase of traffic on the 118 or at the subject intersection. The traffic just increased by itself!

In my opinion the 14 segments or projects are obvious examples of "**segmenting**" and the way Caltrans has circumvented **CEQA "cumulative impacts"** regulations. I don't know of one "corridor" wide study associated with any of the projects, yet they all affected or impacted the traffic on the 118 and the subject intersection as well as influencing the traffic in the city of Moorpark and the town of Somis. All Caltrans needs is essentially one or two more "stand alone" principal intersection improvements and then they can "**connect the dots**" (intersections and/or short road segments) along the entire 118 corridor between Saticoy and Moorpark. They will have then accomplished the **plan** that was outlined in the 1991 PSR for widening the 118. They will have a complete 4-lane super highway from Saticoy to Moorpark connecting the 126 and the 118/23 freeways without really having to address the long-term cumulative impacts via an all-encompassing EIR. After all, by the time they connect the dots almost all the projects will have been superficially addressed in non-supported ND's and limited EIR studies that were artificially restricted to the individual project boundaries as "stand alone" projects. I call that process "**SEGMENTING**"! I believe it is illegal.

## **II.. Port of Hueneme to Moorpark via Rice Rd. and SR118 Corridor**

The corridor that services the Port and also south Oxnard begins at the port and travels east till reaching a new road planned to punch through 1 mile of farmland in line with Rice Rd. Eventually the Port corridor traffic would reach the SR 118 corridor at the Santa Clara/ SR 118 intersection. At that point one can turn left toward the 126 freeway beyond Saticoy or head east through toward and through Moorpark for points beyond. See **Figure 10** to follow the sequence of projects for this corridor. The related numbers are in "squares. Note that segments 1 through 6 are composed of Caltrans controlled projects as well as their cooperating cities and "Clones of the County" counterparts (VCTC, VCPWA, etc).

1. Coming out of the port the vehicles (assumed primarily trucks) would traverse several up-graded and widened intersections.
2. Turning left, to travel north on a new multi-lane road blasted through 1 mile of farmland vehicles would cross the Hwy 1 "freeway".
3. This would occur at the soon to be constructed Pleasant Valley/ Hwy 1 interchange.
4. Thereafter the trucks would be traveling on the 4 to 6 lane Rice Rd. all the way to the 101 freeway. Incidentally, Rice Rd. will eventually be deeded to the state to become the new Highway 1 bypass around Oxnard.

5. At the new 101 interchange the trucks could, of course, go Northbound or Southbound on the 101 or continue on across the 101.
6. If they continue with this "corridor" they will be traveling on the planned expanded and improved Santa Clara Ave. project all the way to the intersection with SR 118.
7. Thereafter, the trucks could follow the hopefully NOT 4-laned 118 corridor through the agricultural Las Posas Valley and through the subject intersection (circled 10) on to Moorpark and beyond.

Again, this writer knows of no overall corridor EIR for the route described. The projects traversed are all **planned**, some built and most already funded. The corridor up to the 118 will be complete. Only the subject 118/34 intersection and connecting the dots through the Las Posas Valley to Moorpark would need to be completed. This entire corridor would have been conceived, planned, funded and built without a sincere and complete analysis of the cumulative impacts imparted to the communities, farmland and environment along the way. Definitely another "segmented" CEQA violation.

### **III.. Port of Hueneme to Moorpark via Hueneme Rd. and SR 34 Corridor**

This corridor that services the port and south Oxnard uses city and County roads to reach SR 34 which eventually "Tees" into the subject intersection in the Somis area. This alternate corridor is shorter than the Rice Rd./ SR118 corridor and is already in use by Port trucks and others. The segments or projects making up this corridor are listed below. The related numbers are enclosed in "triangles" on the map of **Figure 10**.

1. Leaving the port facilities, trucks and cars travel on Hueneme Rd. with some intersection improvements beyond Hwy 1 to near the Lewis Rd./ Potrero Rd. junction.
2. Just before the junction vehicles cross over the new and realigned bridge over Calleguas Creek.
3. After the revamped junction the vehicles can follow the corridor via Lewis Rd. pass the new CSUCI (California State University at Channel Islands).
4. Lewis Rd. is planned to be widened to 4 lanes from the junction to the improved Pleasant Valley (SR 34) intersection on the south edge of Camarillo.
5. As Lewis Rd. also becomes SR 34. It will be widened to at least 4 lanes to the Caltrans 101Fwy/SR 34 interchange project.
6. The new 101-freeway interchange project also includes new and widened intersections of Ventura Blvd. and Daily Drive on the 34.
7. SR 34, within the city of Camarillo and is still called Lewis Rd. north of the 101. It presently varies from 2 to 6 lanes in width. The 6- lane widths are near the major intersections (already built) of Adolfo Rd. and Las Posas/Upland/Somis Rd.
8. From the last (most northward) Camarillo improved and widened intersection the corridor travels along the 2-lane 34 (now Somis Rd.) about one mile through the tiny town of Somis and on to intersect the 118 just north of town (circled 10).
9. A turn to the right then points the traffic toward Moorpark and points beyond.

Like the other two corridors, the cumulative traffic impacts from this series of road improvements have not been addressed. When the planned Lewis Rd. to the 101 road improvements are complete and when Caltrans and Camarillo decide to connect the SR 34 "dots" within Camarillo, the pressure will be on the transportation agencies to finish the job. To do that they will have to bulldoze a wider super highway 34 through Somis. This will connect to the gigantic 118/34 intersection which, coincidentally, has been designed with southward facing 4-lanes just waiting with open arms (lanes). Widening the entire length (Hwy 1 to SR118) of the 34 is already on VCTC's "wish list". The 34 present, past and future projects will all impact the community of Somis directly. And, of course, the vast majority of traffic that flows through the heart of Somis will pass through the belly of Moorpark.

In summary, observe how all three corridors pass through the 118/34 intersection. What happens on all three corridors will impact this key intersection and therefore will directly and cumulatively impact the town and community of Somis. Caltrans could not build these corridors absent CEQA scrutiny regarding "cumulative impacts" without employing the illegal practice of "segmenting". It is almost too late to raise cumulative impacts concerns when Caltrans is beginning to "connect the dots". The die will have been cast. That is why CEQA's requirement that the potential effects of past, present and future projects (along the corridor in this case) is designed to address that problem as each project is **planned**.

A brief study of **Figure 10**, should make it obvious that these corridors are **not** being created by coincidence, from a series of random unplanned individual projects. There may not be a written official **plan** as there is in the case of the SR 118 corridor but the involved agencies had to have cooperated and planned from day one for any corridor concept to join together efficiently. Cooperation is not wrong as long as the applicable CEQA laws are followed. But "cooperation" becomes "conspiracy" when the purpose or end result is to avoid the applicable cumulative impacts and segmenting aspects of the law.

Inherent with all three corridors discussed is the ultimate goal of incorporating 4 or more lanes for the roadways connecting the "dots". That is what makes a traffic "corridor". But four lanes increase the capacity of the system and is exactly what Caltrans' own massaged in-house regulations state shouldn't be done if **SHOPP** funds are being used. So, ironically, it takes the **illegal** act of "**segmenting**" to avoid violating Caltrans' own loose **SHOPP** regulations for the subject intersection project. It is a gigantic "Catch 22" as Caltrans can't address the **cumulative impacts** or admit that they are following the 1991 PSR **plans**, without losing the funding source (**SHOPP**) they have attempted to use. **STIP** (State Transportation Improvement Program) has no such funding restriction.



***Response to Comment C4-1***

Please see the responses to Comment B12-3 through B12-5.

With regards to the comment that related transportation improvements “interact” to “induce” traffic, it should be noted that the traffic forecasted to use Rice Avenue, Santa Clara Avenue, the U.S. 101 interchange, and other streets has been generated and assigned using the full complement of future activities and projects. Traffic was generated using population growth and land uses proposed under the City of Oxnard *2020 General Plan* and in surrounding areas as well as official projections of growth outside the area made by Ventura County and SCAG. The traffic assignment model on which the design was based includes all future roadways in the *2020 General Plan* as well as the increased capacities envisioned with proposed improvements. The model determines volumes on a specific roadway or interchange according to its attractiveness (i.e., in terms of travel time) relative to other routes in the area. While some published studies (i.e. U.S. Environmental Protection Agency) have identified that an expanded roadway may induce more traffic due to the increased road capacity, which either causes more travel or draws traffic away from other roads, the modeling process used for this project has taken that increased capacity fully into account. Therefore, any potential for "induced traffic" has been considered in the design of this project and the environmental analyses conducted for the IS/EA.

***Response to Comment C4-2***

Please see the responses to Comments A3-2 and B2-4 for a discussion of measures to mitigate potential impacts to displaced residents.

Also, the design was not developed in deference to any one group or special interest over another. Rather, the current proposed design was developed to minimize potential right-of-way takes, improve traffic operations, enhance safety, and reduce congestion.

***Response to Comment C4-3***

The source of the truck volume data used in the Draft Traffic Study was the SCAG *Port of Hueneme Access Study*, which reported a total truck share of 6.6 percent on Rice Avenue with large trucks comprising 3 to 4 percent of total traffic. These volumes are typical of a major arterial roadway. The text of the IS/EA has been revised for clarification.

Additional information on truck counts and annual average daily traffic (AADT) has been provided by Caltrans (see Exhibit 1 that follows the responses to Comment Letter C4). As shown in Exhibit 1, on U.S. 101 in the vicinity of the project, total trucks represent 6.0 to 7.0 percent of AADT and large trucks (those with three or more axles) are 2.6 to 2.9 percent of AADT. On SR 1 in the vicinity of U.S. 101, total trucks are 4.4 to 5.0 percent of AADT with large trucks constituting 1.6 to 1.9 percent of AADT.

The commenter is also encouraged to contact the Ventura County Transportation Commission for information on counts conducted as part of the Port of Hueneme Access Study.

***Response to Comment C4-4***

Please see the response to Comment B2-3 for a discussion of alternatives considered in prior studies.

***Response to Comment C4-5***

The loop ramp design is warranted based on total traffic volumes, not truck traffic volumes or accident rates. Also, the loop ramp in this quadrant avoids the placement of another signalized intersection. If the loop ramp were to be removed and replaced with a diamond configuration in the north quadrants, there would not be the required spacing between the intersections of Rice Avenue with Auto Center drive, the relocated Ventura Boulevard, and Eucalyptus Drive. Also, a diamond configuration would not be able to achieve the City of Oxnard required level of service “C” at the intersection based on the design year traffic volumes.

***Response to Comment C4-6***

Please see the response to Comment C4-5

***Response to Comment C4-7***

The existing on U.S. 101 northbound and southbound on ramps are at grade with U.S. 101. The existing ramps require these trucks to accelerate along a relatively flat grade. In contrast, both of the proposed on-ramps slope downward from the overcrossing to their entrance with U.S. 101. These approaches would help vehicles to accelerate and merge with freeway traffic at freeway speeds. Also, please see the responses to Comments B13-3, C2-2, C2-3, and C4-5.

Additionally, the current design adheres to all design standards for ramps in the California Department of Transportation *Highway Design Manual*, fifth edition.

***Response to Comment C4-8***

Please see the response to Comment C4-7.

***Response to Comment C4-9***

The current proposed design was determined to be the one that best meets multiple project objectives including minimizing potential right-of-way takes, minimizing the number of businesses and residences displaced by the project, minimizing utility relocations, bringing the interchange into compliance with Caltrans design standards, enhancing safety, and reducing congestion.

The reader is also referred to the response to Comment B2-3 for a discussion of alternatives considered in prior studies and the responses to Comments C4-5 and C4-7 for a discussion of why a loop ramp is proposed in the northeast quadrant of the interchange.

***Response to Comment C4-10***

Please see the responses to Comments B12-3 through B12-5, and C4-1.

***Response to Comment C4-11***

Comment noted. Income-level and racial data specific to the Owl Mobile Home Park is not available from the U.S. Census. Rather, within the study area, U.S. Census data is available only on a larger block or census tract level. Nonetheless, the IS/EA acknowledged that the residents of the Owl Mobile Home Park are likely to be minority and low-income persons (see p. 60 of the June 28, 2001 IS/EA).

***Response to Comment C4-12***

Please see the responses to Comments A3-2, B2-3, and B2-4.

***Response to Comment C4-13***

Please see the responses to Comments A3-2, B2-3, and B2-4.

***Response to Comment C4-14***

Please see the response to Comment C4-9.

***Response to Comment C4-15***

The project received funding from the Transportation Efficiency Act for the 21<sup>st</sup> Century, also known as TEA 21. The project is considered a part of the Port Intermodal Corridor Project. The Pleasant Valley Road/Highway 1 interchange improvements are funded, in part, as a demonstration project through the Intermodal Surface Transportation Efficiency Act, also known as ISTEA. The Port Intermodal Corridor extends from the Port of Hueneme to U.S. 101 along Hueneme Road and Rice Avenue, and includes the Pleasant Valley Road/Highway 1 interchange improvements.

***Response to Comment C4-16***

The SCAG *Port of Hueneme Access Study* (November 1988) identified the importance of an improved truck route from the Port of Hueneme. The specific need for access for trucks to and from the Port of Hueneme was considered in obtaining funding for the project.

***Response to Comment C4-17***

The objectives of the design were to enhance safety and traffic operations, minimize impacts to the community, minimize impacts to existing utilities, and conform to all State and City design standards. No design modifications were made to special interests to obtain funding.

***Response to Comment C4-18***

Please see the response to Comment C4-3 for information on truck volumes and percentages.

***Response to Comment C4-19***

Please see the response to Comment C4-5. The existing southbound on-ramp has a tight, low-speed curve and then connects directly to U.S. 101 requiring vehicles to accelerate to freeway speeds on a flat grade. The proposed southbound on-ramp will be elevated and provide a much longer acceleration lane along a downhill slope.

***Response to Comment C4-20***

Please see the response to Comment C4-9.

***Response to Comment C4-21***

Please see the response to Comment C4-9.

***Response to Comment C4-22***

The analysis of impacts to minority and low-income communities was conducted in accordance with federal guidelines (please see the discussion on p. 62 of the June 28, 2001 IS/EA).

***Response to Comment C4-23***

Please see the response to Comment C4-9.

***Response to Comment C4-24***

Please see the response to Comment C4-3 for information on truck volumes and percentages.

***Response to Comment C4-25***

Please see the response to Comment C4-7.

***Response to Comment C4-26***

The 1993 design is shown as Alternative 2 in the attachment to Comment Letter C2 from Lawrence Carter. Alternative 2 was one of two alternatives evaluated in the 1994 Draft Project Report, and is similar to the Alternative 2 evaluated in the 1997 Draft Project Report (see the response to Comment B2-3).

***Response to Comment C4-27***

The minimum distance for two consecutive entrance ramps onto a freeway facility is 300 meters (980 feet) based on the criteria of the California Department of Transportation *Highway Design Manual*, fifth edition. The proposed design exceeds this requirement.

***Response to Comment C4-28***

The existing northbound U.S. 101 off-ramp does not meet current Caltrans design standards, and therefore, does not have the proper separation from the highway facility required by the California Department of Transportation *Highway Design Manual*, latest edition. Also, the existing northbound U.S. 101 off-ramp provides less than 200 meters (660 feet) to decelerate. The proposed off-ramp meets all design requirements as well as providing a longer distance for vehicles to decelerate. The proposed northbound U.S. 101 off-ramp would provide almost 400 meters (1,300 feet) to decelerate as well as an auxiliary lane in advance of the exit. The proposed southbound U.S. 101 off-ramp would provide over 400 meters (1,300 feet) of deceleration distance, an auxiliary lane prior to the exit, and an uphill grade toward the intersection to facilitate deceleration.

***Response to Comment C4-29***

The proposed concept shown in Exhibit 5 of the comment letter would not meet the basic traffic operational requirements of the interchange. The existing and projected traffic volumes are too high to accommodate northbound Rice Avenue vehicles turning left, at a signalized intersection similar to that shown in Exhibit 5, onto the northbound U.S. 101 on-ramp. The intersection would operate at an unacceptable level of service, and vehicles using this intersection would experience substantial delays.

There are also substantial costs and other constraints that would affect the feasibility of the concept shown in Exhibit 5. A major issue would be the vertical impacts required to make this concept work. In the preferred alternative, the northbound off-ramp is basically at grade. The Exhibit 5 design requires that the northbound off ramp quickly elevate to cross over Ventura Boulevard and then connect with Rice Avenue. This would require a second new bridge as well as a retaining wall between the elevated off ramp and Ventura Boulevard prior to the new bridge. The same would be true for the northbound on-ramp. It too would require a third new bridge over Ventura Boulevard. The preferred alternative would relocate Ventura Boulevard allowing the profile to get back down to existing grade at the existing Auto Center Drive / Rice Avenue intersection. The Exhibit 5 design would require the profile to stay up to cross over Ventura Boulevard, which would require a longer bridge as well as extend the profile well beyond the Auto Center Drive/Rice Avenue intersection. This would require the reconstruction of the whole intersection, as well as retaining walls on either side to protect the existing businesses. This alternative would substantially increase the project cost due to additional bridges, retaining walls, and extra embankment.

Also, please see the response to Comment C4-5.

***Response to Comment C4-30***

Please see the response to Comment C4-9.

***Response to Comment C4-31***

Please see the response to Comment C4-5 for an explanation of why a loop northbound on-ramp is justified.

The source of the truck volume data used in the Draft Traffic Study was the SCAG *Port of Hueneme Access Study*, which reported a total truck share of 6.6 percent on Rice Avenue with large trucks comprising 3 to 4 percent of total traffic. These volumes are typical of a major arterial roadway. The text of the IS/EA has been revised for clarification. Also, see the response to Comment C4-3 for additional information on truck volumes and percentages and the response to Comment C4-5 for an explanation of why a loop ramp is warranted.

***Response to Comment C4-32***

Please see the response to Comment C4-3 for additional information on truck volumes. See the response to Comment C4-5 for an explanation of why a loop northbound on-ramp is justified.

The traffic, air quality, and noise analyses conducted for the IS/EA took into consideration future truck and automobile traffic volumes at the interchange.

Also, the proposed project would not increase traffic volumes in the study area. Rather, the proposed project is intended to accommodate existing and future traffic volumes that are expected to occur whether or not the project is implemented.

***Response to Comment C4-33***

Please see the responses to Comments C4-5, C4-31, and C4-32 above.

***Response to Comment C4-34***

Please see the response to Comment B2-3 for a discussion of alternatives considered in prior studies.

***Response to Comment C4-35***

Please see the response to Comment C4-5.

***Response to Comment C4-36***

Please see the responses to Comments C4-5 and C4-9.

***Response to Comment C4-37***

Please see the response to Comment C4-7.

***Response to Comment C4-38***

Please see the responses to Comments C4-7 and C4-9.

***Response to Comment C4-39***

Please see the responses to Comments C4-2, C4-5, C4-7, and C4-9.

***Response to Comment C4-40***

Comment noted. The text of the IS/EA has been revised accordingly.

***Response to Comment C4-41***

Comment noted.

***Response to Comment C4-42***

The proposed project would accommodate traffic generated by development that is anticipated in local land use plans and regional growth forecasts. Although the proposed project may facilitate local development by improving access, the proposed project is not expected to individually or cumulatively induce substantial growth. It is anticipated that development would occur and traffic would increase, whether or not the proposed project is implemented.

Also, see the discussion of growth-inducement impacts in the responses to Comments B12-3 through B12-6.

***Response to Comment C4-43***

Please see the responses to Comments C4-5 and C4-9.

***Response to Comment C4-44***

Please see the responses to Comments C4-5 and C4-9.

***Response to Comment C4-45***

Please see the response to Comment C4-31.

**Response to Comment C4-46**

The proposed improvements are necessary to reduce congestion and improve safety. The existing interchange does not meet current Caltrans standards and is deficient in a number of ways. The proposed project would reduce congestion, enhance traffic operations, and improve safety.

Provided below is information on actual accident rates for the recent 3-year period for July 1, 1997 through June 30, 2000 and the statewide average (expected) accident rates for similar facility types.

Location	Summary of Accident Data		
	No. of Accidents	Actual Accident Rate	Average Accident Rate
U.S. 101 Mainline	54	1.89	1.12
Northbound Off-Ramp	8	0.78	0.90
Northbound On-Ramp	6	0.40	0.60
Southbound Off-Ramp	15	2.11	1.50
Southbound On-Ramp	8	0.78	0.60

Source: Caltrans, Traffic Accident Surveillance and Analysis Systems (TASAS).

As shown in the table, the accident rates for the existing interchange are generally greater than the average accident rates for similar facilities, with the exception of the northbound on-ramp and northbound off-ramp. Twenty-eight of the accidents were injury accidents with one fatality accident. The majority of the accidents are multi-vehicle (91 percent) with a high percentage of accidents occurring during daylight (82 percent) with dry roadway conditions (91 percent). This tends to indicate that the majority of the accidents can be attributed to the slowing and congestion caused by the nonstandard ramp designs. The ramp acceleration and deceleration lengths and curvature at the merging and diverging ends do not meet current design standards. The proposed improvements would reconstruct these ramp facilities to current design standards, and it is anticipated that there would be a decrease in the accident rates.

**Response to Comment C4-47**

Please see the responses to Comments B2-3, C2-3, and C4-26.

**Response to Comment C4-48**

A discussion of alternatives to a proposed project is required under CEQA when a project would result in significant environmental impacts and an Environmental Impact Report is prepared. Since the proposed project would not result in any unavoidable significant environmental impacts, the appropriated environmental document is a Mitigated Negative Declaration. Therefore, an environmental evaluation of a range of alternatives to the proposed project is not required under CEQA.

***Response to Comment C4-49***

The review and approval processes for the proposed Rice Avenue/U.S. 101 Interchange and the Santa Clara Avenue Widening Projects will proceed independently and construction of one is not contingent upon the other.

Neither project includes new development that would generate additional traffic. Rather, both projects are intended to accommodate future traffic volumes that are forecast to occur due to new development and growth that is anticipated under existing land use plans, policies, and zoning. The projected increases in traffic volumes are expected to occur whether or not either one of the projects is constructed.

***Response to Comment C4-50***

Comment noted.

***Response to Comment C4-51***

Monarch butterflies migrate south along the California coastline to reach their breeding grounds in Mexico, traveling in large groups referred to as congregations. During this migration, Monarchs will roost in large congregations at several locations, including Monterey, Big Sur, and UC San Diego/Scripps area. The eucalyptus trees along this section of U.S. 101 are not a documented roosting location and removal of the trees within the project area would not have a significant effect on the migratory patterns of the Monarch butterflies. It should also be noted that the California Department of Fish and Game, in their comment letter on the June 28, 2001 IS/EA, did not identify the eucalyptus trees in the project area as potential roosting locations for monarch butterflies.

The displaced trees will be replaced at a minimum ratio of 3 trees for every displaced tree consistent with City standards.

***Response to Comment C4-52***

As stated on page 54 of the June 28, 2001 IS/EA, all removed trees would be replaced with trees of the same species, or a comparable native species approved by the City and Caltrans. Drought resistant species will be used whenever possible. The tree replacement ratio will be a minimum of 3 to 1.

***Response to Comment C4-53***

Please see the responses to Comments A9-1 and C4-51.

***Response to Comment C4-54***

Please see the response to Comment C4-52.

***Response to Comment C4-55***

Please see the response to Comment C4-11.

***Response to Comment C4-56***

Please see the responses to Comments A3-2, B2-3, and B2-4.

***Response to Comment C4-57***

The Ventura Freeway Corridor Modification Area applies to that area along the freeway that is within the Oxnard City limits. The “Guidelines for Orderly Development” adopted by the Local Agency Formation Commission of Ventura County (LAFCO), and supported by both the County of Ventura Board of Supervisors and Oxnard City Council, also establish that new development must occur within incorporated areas. The irregular City boundary in the Nyeland Acres area occurs because of the annexation policy of LAFCO. The current boundary line of the City limits in the Nyeland Acres area evolved over time as new development occurred along Ventura Boulevard. The policy for infill in the Ventura Freeway Corridor Modification Area was established when the *City of Oxnard 2020 General Plan* was adopted in November 1990.

The northern terminus of the project is identified on Figure 3 (see p.10) of the June 28, 2001 IS/EA.

***Response to Comment C4-58***

Please see the responses to Comments B10-4, B12-6, and C4-42 .

***Response to Comment C4-59***

The City of Oxnard is exempt from the requirements of its city code for the closure of a mobile home park because it is required to comply with California Government Code Section 7260.

Furthermore, the proposed project will provide relocation assistance in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*. The primary objective of the federal Uniform Act is to ensure that persons displaced as a result of a federally funded or assisted project are treated fairly, consistently, and equitably so persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

***Response to Comment C4-60***

Please see the response to Comment B2-8.

***Response to Comment C4-61***

Please see the responses to Comments B2-5, C4-5, C4-9, and C4-26.

***Response to Comment C4-62***

It is likely that those persons who lose their jobs would attempt to find another job within commuting distance of where they presently live, rather than relocate elsewhere in the state. Consequently, it is appropriate to consider the loss of jobs in the context of the larger study area in which the jobs are located. In the IS/EA, this study area was defined as the City of Oxnard though it would not be inappropriate to include adjacent areas of the County as well.

With respect to the number of jobs in the project area, according to SCAG projections, there were 968 jobs in Census Tract 50.02 and 5,784 jobs in Census Tract 49.00 in 1994.

***Response to Comment C4-63***

The transition from 3 to 1 lanes will be done with a standard transition taper length. Consequently, the proposed project would not result in significant traffic hazards in the vicinity of the school.

***Response to Comment C4-64***

Comment noted. The text has been revised.

***Response to Comment C4-65***

Please see the response to C4-42.

***Response to Comment C4-66***

Please see the responses to Comment B12-3 through B12-5 for a discussion of cumulative impacts.

***Response to Comment C4-67***

Please see the responses to Comments B12-3 through B12-5 for a discussion of cumulative impacts.

Based on the analysis and information presented in this IS/EA, the proposed project would not result in unavoidable significant adverse impacts. Therefore, a Mitigated Negative Declaration is the appropriate environmental document under CEQA.

***Response to Comment C4-68***

Please see the responses to Comments A3-2 and B2-4 for a discussion of measures to mitigate potential impacts to displaced residents.

***Response to Comment C4-69***

Please see the responses to Comments C4-2, C4-5, and C4-7

***Response to Comment C4-70***

Please see the responses to Comments C4-5, C4-31, and C4-32 above.

***Response to Comment C4-71***

Please see the response to Comment B2-3 for a discussion of alternatives considered in prior studies.

***Response to Comment C4-72***

Please see the responses to Comment C4-5, C4-7, and C4-9.

***Response to Comment C4-73***

Please see the responses to Comments C4-2, C4-5, C4-7, and C4-9.

***Response to Comment C4-74***

Please see the responses to Comments B12-3 through B12-5 for a discussion of cumulative impacts.

**EXHIBIT 1 – CALTRANS TRAFFIC COUNTS**

From Caltrans' Website: <http://www.dot.ca.gov/hq/traffops/safereasr/trafdata/98truck.htm>

**Caltrans Traffic and Vehicle Data Systems Unit – 1998 Truck Volumes on the California State Highway System:**

Note on Date of Counts: The column entitled "Year Ver/Est" means Verified/Estimated and the codes are V and E. The year the profile point was verified (counted) or estimated is given starting with 1974. If the column is blank, the profile point was counted before 1974. Selected points on a route will be counted and the ones in between will be estimated. Our basic policy is to count a route every six years. At some locations, truck volumes are static and no new counts are made until there is a change in traffic on the route.

Note about "Leg" Column: A leg is given for each count location and is denoted by an A, B or O. For traffic volumes purposes, a highway intersection or interchange has two legs. According to ascending post miles (route direction) and a post mile reference at the center of the intersection or interchange, B = back leg, A = ahead leg, and O = traffic volume is equal for the back and ahead legs.

District	Route	County	PostMile Prefix	Post Mile	Leg	Description	AADT Total	Total Trucks	Axles Vol	3	4	5+	Year
7	101	VEN		17.747	B	CAMARILLO, CENTRAL AVENUE	140000	9800	6174	588	588	2450	97 E
7	101	VEN		22.006	B	OXNARD, JCT. RTE. 232	130000	8450	4901	676	338	2535	97 E
7	101	VEN		22.729	B	OXNARD, JCT. RTE. 1 SOUTH, PACIFIC COAST	120000	7440	3958	923	179	2381	91 V
7	101	VEN		22.729	A	OXNARD, JCT. RTE. 1 SOUTH, PACIFIC COAST	155000	9300	4938	1163	307	2892	92 V
7	101	VEN		26.39	B	JCT. RTE. 126	91000	5096	2818	489	132	1656	91 V
7	101	VEN		26.39	A	JCT. RTE. 126	113000	7006	3580	694	140	2592	91 V
7	1	VEN		20.14	B	OXNARD, JCT. RTE. 232 NORTHEAST	41500	2075	1287	367	48	374	90 V
7	1	VEN		20.14	A	OXNARD, JCT. RTE. 232 NORTHEAST	26000	1222	814	154	33	221	90 V
7	1	VEN		21.075	B	JCT. RTE. 101	26000	1144	739	172	42	191	90 V
7	1	VEN		21.25	A	JCT. RTE. 101	3900	125	114	11	0	0	83 E
7	1	VEN		27.675	A	SEACLIFF COLONY, JCT. RTE. 101, VENTURA	1000	95	66	11	11	7	82 V
7	1	VEN		28.48	B	LAS CRUCES, JCT. RTE. 101; MOBIL-OIL PIER	1000	142	71	10	43	17	98 E
5	1	SB	R	0	A	LAS CRUCES, JCT. RTE. 101; MOBIL-OIL PIER	5800	586	275	29	22	260	97 E

**EXHIBIT 1 - CALTRANS TRAFFIC COUNTS**

**From Caltrans "2000 traffic volumes on california state highways" book:**

Route 101, between Almond Drive and Santa Clara/Rice (PM 19.17 and PM 20.08)

\*\* Peak Hour Volume = 10,700

\*\* Peak Month ADT = 135,000

\*\* Annual ADT = 128,000

Route 101, between Santa Clara/Rice and Rose Avenue (PM 20.08 and PM 21.01)

\*\* Peak Hour Volume = 10,300

\*\* Peak Month ADT = 130,000

\*\* Annual ADT = 123,000

Route 101, between Rose Avenue and Junction Route 232 (PM 21.01 and PM 22.00)

\*\* Peak Hour Volume = 10,600

\*\* Peak Month ADT = 134,000

\*\* Annual ADT = 127,000

Route 101, between Junction Route 232 and Junction Route 1 South (PM 22.00 and PM 22.73)

\*\* Peak Hour Volume = 9,400

\*\* Peak Month ADT = 118,000

\*\* Annual ADT = 112,000

Route 101, between Junction Route 1 South and Johnson Drive (PM 22.73 and PM 23.61)

\*\* Peak Hour Volume = 12,400

\*\* Peak Month ADT = 156,000

\*\* Annual ADT = 148,000

**Final Initial Study/Environmental Assessment**

FROM :

FAX NO. : 8059880088

Aug. 20 2001 04:40AM P1

**Comment Letter C5**

Soledad Trevino  
3438 Santa Clara Avenue  
Oxnard, California 93030  
805 988-8811

August 20, 2001

ATT: AARON BURTON  
Ron Cosinski  
Dep. Dist Director Cal Transportation Dist 7  
Office of Environmental Planning  
120 South Spring Street  
Los Angeles, Ca 90012

Mr. Ron Cosinski,

In July of 2000 a large group of residence came together and voiced there concerned in this project. At that time and in the present date our position has not changed. Our concerns are for the future safety of our community. At that time both the city and the county came and presented there projects. We expressed our concerned and to this date our concerns have not been recognized.

C5-1

Among the many concerns of the Nyeland residents is the excessive truck traffic that is going and in and out of the city. Many of our homes on Santa Clara Avenue have our front doors about 30 feet from the road. We know first hand the dangers of this road. This road has been the site of numerous accidents and fatalities. Trucks race threw with no regard to the speed laws. Till recently that road had several school bus stops. Yet, due to a safety issue most were removed.

C5-2

Truck traffic is extremely heavy. Originally this was a farm road and not an express way for these giant trucks. At any time during the day a truck passes in front of my home every 15 to 20 seconds, on average, during the day and most of the night. This causes a great strain on all of our community. The Rice Interchange will have a devastating effect on our community as it stands. It will almost triple the flow of traffic. It will drain into Santa Clara Avenue and will be us, the residents of the Nyeland Community that will pay a devastating price for to the increase of this traffic with our health and property values and quality of life.

THE NOISE. We can no longer have the luxury of leaving the windows open. The noise drowns out any conversation. Watching TV, even with the windows closed is a challenge. Sleeping a full night with that rattling of truck noise is an impossibility and it is difficult for our children to study with all of this disruption.

C5-3

THE POLLUTION. We know that the pollution from this trucks is far more damaging then was ever believed in the past. I have asthmatic child in my home and this is causing an increase in attacks. The only protection that we have for this are trees that filter some of the pollution. The leaves of these trees are black with diesel and gasoline pollution.

C5-4

THE DISPLACEMENT of the residents and the business have not been appropriately addressed.

C5-5

This interchange is only one part of a much bigger project. In Nyeland Interchange and the widening of Santa Clara Avenue are directly effecting each other. It is wrong for the city and county to separately make an environmental assessment with out taking into account the effects it will have on the total neighborhood. The interchange that you now are planning, your traffic, will pour into Nyeland and we have no safeguards.

C5-6

**Final Initial Study/Environmental Assessment**

---

FROM :

FAX NO. : 8059880088

Aug. 20 2001 04:40AM P2

To this date , the office Mr. Butch Britt of the County Department of Public works, refuses to recognize that there will be anything but "a minimal affect to our community". This is so far from the truth. We have no protection from the dangers of the traffic, the noise, the pollution, decrease of property values, access in and out of the community.

C5-7

In closing I would like to say that we here in the community are requesting that you "not" approve this project because it has not addressed all the effected areas. We ask that you recognize us as part of the responsibility of the city project. I am also enclosing a copy of the letter that was sent in response the Environmental Impact Report concerning the widening of Santa Clara Avenue. All of these issue also pertain to this project and should be considered objections to the passing of this project..

C5-8

Please remember that any positive gain that the City of Oxnard receives will be at our cost and at the cost of our families . We ask that you move the road over and allow our community a private street with trees to filter the exhaust. Please allow community some integrity.

C5-9

Respectfully ,

*Soledad Trevino*

## *Final Initial Study/Environmental Assessment*

---

FROM :

FAX NO. : 8059880088

Aug. 20 2001 04:41AM P3

Soledad Trevino  
3438 Santa Clara Avenue  
Oxnard, Ca 93030  
805 988-8811 home  
485-7069 office

August 2, 2000

Wm Butch Britt  
Deputy Director of Public Works  
Transportation Department  
800 S. Victoria Avenue  
Ventura, Ca 93009-1620

RE: Widening to Santa Clara Ave and proposed  
interchange projects.

Dear Mr. Britt,

I am writing as a concerned member of the Nyeland Acres community and as a member of the Nyeland Organizing Committee. The main purpose of this letter is to express the concern of the neighborhood as to the consequences of the widening project and the proposed interchange.

On July 18, 2000 over 150 residents of the Nyeland community attended a town hall meeting to learn and discuss the effects that these projects would have on our community. Among the concerns were:

1. The additional traffic along Santa Clara Avenue.
2. The noise pollution.
3. The air pollution.
4. Safety to our community (the traffic and pedestrians)
5. The increase of traffic on Frederick and the other back streets.
6. The increase of the truck traffic.
7. The soundness of our homes due to the constant shaking because of the trucks.
8. Access in and out of our community
9. Relocation of the residents in respect to the interchange.
10. The fractionalizing of the projects.
11. Off-ramp design and its effect on the local business.
12. The property values.

**Final Initial Study/Environmental Assessment**

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FROM :

FAX NO. : 8059880088

Aug. 20 2001 04:41AM P4

13. A median in the center of the four lane highway be part of the design.
14. The four lane highway and the effects on quality of life for Nyeland Acres.
15. The proposed four lane highway should be moved toward the agriculture area and away from community.

At the town meeting and in numerous conversations with Nyeland residents the following recommendations were suggested:

1. With the regards to the proposed off ramp, residents suggested that the early 1990's design be adopted by the City of Oxnard and to reject the current design.
2. In the future, when Santa Clara Ave is widened into a four lane highway, it was highly recommended that a frontage road and barrier of trees be considered in the final project design. The frontage road would help lessen environmental and safety concerns of the Nyeland community.

Finally, it is imperative the Nyeland community be informed and involved in all the phases concerning the Santa Clara widening project and the interchange project. If you wish to contact me, my home and office numbers are above.

In closing, I would like to thank you and Mr. Hooke for attending the town hall meeting.

Respectfully,

  
Soledad Trevino

cc. Supervisor John Flynn  
Mayor Manuel Lopez City of Oxnard  
Cynthia Daniels City of Oxnard

***Response to Comment C5-1***

Comment noted. All possible planning has been conducted to minimize potential impacts of the proposed project on the community. Please see the June 28, 2001 IS/EA for a discussion of measures to mitigate potential impacts. It should also be noted that the proposed project is not a traffic generator. Rather, it is intended to accommodate traffic that is likely to occur with or without the proposed project. The proposed project would improve traffic operations reducing congestion and would enhance safety in the project area by bringing the interchange into compliance with current Caltrans standards.

***Response to Comment C5-2***

Comment noted. Also, as noted above, the proposed project is not a traffic generator. It would not increase traffic on Santa Clara Avenue north of the project limits.

***Response to Comment C5-3***

Comment noted. Also see the responses to Comments C5-1 and C5-2 above.

***Response to Comment C5-4***

Comment noted. Also see the responses to Comments C5-1 and C5-2 above.

***Response to Comment C5-5***

Without greater specificity, it is not possible to respond to the comment. The IS/EA and supporting technical studies include detailed discussions of potential residential and business displacement impacts.

***Response to Comment C5-6***

Please see the responses to Comments C4-49 and C5-1 above.

***Response to Comment C5-7***

Comment noted. Also, please see the responses above.

***Response to Comment C5-8***

This comment and other comments that have been submitted during the public review period will be considered along with the responses to these comments by the Oxnard City Council when deciding whether to approve the proposed project.

***Response to Comment C5-9***

Comment noted. Since the affected area lies outside the Oxnard City limits, the decision to move Santa Clara Avenue to provide a private street with trees would be made by the County as part of the Santa Clara Avenue Widening Project, not the City of Oxnard.

**CITY COUNCIL HEARING**

**INITIAL STUDY**

**ENVIRONMENTAL ASSESSMENT**

**Oxnard, California**

**July 31, 2001**

**DOROTHEA W. HARTLEY & ASSOCIATES**

Reported by: **Melina C. Shelton**

Certificate No: **12028**

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**ORIGINAL**

1 TUESDAY, JULY 31, 2001

2 OXNARD, CALIFORNIA

3

4 MR. BOWMAN: Mayor, before we get started, we have a  
5 translator for this session, and we would like to have five  
6 minutes for that person to make sure the folks who need those  
7 headsets can get them before we start the proceedings.

8 MAYOR LOPEZ: There's going to be a five-minute break  
9 in order to have the person who will be handling interpreting  
10 for this evening's public hearing.

11 (Recess.)

12 MAYOR LOPEZ: Okay. We are going to resume the meeting  
13 of the City Council, and I would like to excuse  
14 Mr. Soria from the meeting now. I think we have continued all  
15 the items that are on Housing.

16 Thank you for your service this evening.

17 We will resume the public hearing on the DIR for the  
18 Rice/Highway 1 improvements, and now we'll go forward with the  
19 staff report.

20 MR. BOWMAN: Thank you, Mayor, Mayor Pro Tem, City  
21 Council members. This is a public hearing on the Initial Study  
22 Environmental Assessment for the Rice Avenue/U.S. 101  
23 interchange improvement project.

24 The Rice interchange will eventually provide us with  
25 the ability to reroute Highway 1 to make its connection at U.S.

1 Highway 101 instead of Oxnard Boulevard. This new connection  
2 will take the trucks and other through traffic off of Oxnard  
3 Boulevard. The new interchange will cost approximately 31  
4 million dollars and start construction at the end of next year,  
5 2002. The construction will take approximately two and a half  
6 years.

7 In attendance at this hearing are representatives from  
8 Caltrans, including Jean Wong (ph) of the Right-of-Way, Gary  
9 Maxwell, Locally-Funded Programs Oversight. Representing the  
10 City's consultants are Marge Lazarus, our project manager for  
11 CH2M Hill; Lee Lisecki, project manager for Myra  
12 Frank & Associates; and Paul Taylor, the vice president of Cox  
13 & Associates Traffic Engineers.

14 Cynthia Daniels, our new senior project coordinator --  
15 by the way, she's promoted to that position. This is her first  
16 public hearing in that capacity -- will handle the hearing  
17 presentations.

18 MS. DANIELS: Thank you, Mr. Bowman.

19 Good evening, Mayor and City Council. We wanted to  
20 mention for the public before we get started that we have  
21 additional documents that are on the table to the right of the  
22 speaker's podium. And if we run out, I can provide more.

23 I'd like to briefly touch on the public-review period.  
24 The notices for this environmental document of public hearing  
25 were published in English and in Spanish on June 28th. We had

1 a second notice published July 19th for the mitigated negative  
2 declaration.

3 As it's already been announced, we do have a Spanish  
4 translator available, and there is a court reporter who is  
5 recording this, and that transcript will be entered into the  
6 public record. And the comment period closes on August 20th.

7 I'd like to briefly go over the features of Highway 101  
8 on Rice Avenue. The Council has seen this before.

9 There is a new eight-lane overcrossing with sidewalks  
10 and bicycle lanes on both sides. There will be a decorative  
11 bridge rail, lighting and fencing similar to Rose Avenue. It  
12 has three through lanes in both directions, north and south,  
13 plus two left-turn southbound lanes. There are new northbound  
14 and southbound on- and off-ramps and auxiliary lanes on  
15 Highway 101.

16 We will be realigning Ventura Boulevard both on the  
17 east and the west quadrants on the north side. There's an  
18 additional southbound lane on Rice Avenue from southbound  
19 off-ramp to Gonzales Road. It's now three lanes. It serves  
20 assumed traffic levels up to the year 2024.

21 Sound walls are proposed in the northeast and northwest  
22 quadrants to mitigate the noise impacts. We will be providing  
23 enhanced landscaping with the intent to preserve the mature  
24 trees wherever possible. And there's a proposal for public  
25 art.

1           This last slide of mine is the map itself. You, again,  
2 have seen this before. I don't know -- this is the 101 Freeway  
3 here. And then this is Santa Clara Avenue, and it changes over  
4 to Rice Avenue on the southbound side.

5           The City had an earlier alternative, which was actually  
6 further east. We moved the alignment of Rice Avenue further  
7 west to try to avoid taking more right-of-way.

8           You'll be hearing a little bit later about Owl Mobile  
9 Home Park relocation and two single-family homes that will be  
10 relocated, as well as 11 businesses.

11           Owl Mobile Home Park is in this area. The two  
12 single-family homes that will be affected are in this area, and  
13 the 11 businesses are within this loop ramp and along Ventura  
14 Boulevard.

15           With that, I'd like to introduce Lee Lisecki, who is  
16 our project manager from Myra Frank & Associates.

17           MR. LISECKI: Okay. Thank you, Cynthia.

18           Good evening, Mayor and members of the City Council.  
19 My name is Lee Lisecki. I'm with Myra Frank & Associates;  
20 811 West Seventh Street, Suite 800, Los Angeles, California.

21           We were the environmental consultant hired by the City;  
22 prepared the environmental documentation for the proposed  
23 project. And I'll try to be brief.

24           I'd like to take a few minutes to give you the overview  
25 of the environmental process, where we are in that process, and

1 what are the next steps. And then I'll take a few minutes to  
2 talk about some of the impacts that are probably of more  
3 concern to the City and members of community.

4 First of all, since this project includes federal  
5 funding, it is subject to both State of California  
6 Environmental Quality Act, or CEQA, and Federal National  
7 Environmental Policy Act, NEPA, regulations.

8 And the documents we have prepared in accordance with  
9 those regulations is called "Initial Study Environmental  
10 Assessment." The purpose of that document is to identify what  
11 the significant environmental impacts of the project are and  
12 ways to mitigate those significant impacts.

13 As Cynthia mentioned, it's currently being circulated  
14 for public-review period and comment until August 20th. And  
15 I'd like to really encourage anyone who's affected by this  
16 project to submit their comments in writing by the close of the  
17 public-review period on August 20th.

18 Once that public-review period closes, we will then  
19 prepare what's called a "Final Initial Study Environmental  
20 Assessment." That document will include all the public  
21 comments received during the public-review period, including  
22 the public testimony at public hearing tonight. It will also  
23 include responses to those comments.

24 Now, we expect that those documents, the analysis we  
25 have completed for those documents, will lead to adoption of a

1 mitigated negative declaration by the City and accrual of a  
2 finding of no significant impact by the federal agency for the  
3 project, which is the Federal Highway Administration.

4           That basically means that we expect, after  
5 implementation of mitigation measures, all impacts will be  
6 reduced to a level that's significant.

7           Now, I'd like to talk about the potential environmental  
8 impact, and what I have listed here are all of the areas that  
9 we addressed in the environmental document and supporting  
10 technical studies to the Initial Study Environmental  
11 Assessment. I'd like to focus on the first four of those  
12 impacts.

13           Probably the one that's of most concern to the  
14 community are the residential and business displacements.  
15 There will be 18 mobile homes in the Owl Mobile Home Park that  
16 will be displaced by the proposed project; in addition, two  
17 single-family residences. There will also be 11 businesses  
18 that will be displaced by the proposed project as well partial  
19 takes of residential and business properties.

20           All of the displacements will occur in the northeast  
21 quadrant of the interchange.

22           The Owl Mobile Home Park is located here. There are  
23 two single-family residences that will be affected by the  
24 realignment of Ventura Boulevard. Partial takes of property  
25 will occur for the new northbound on-ramp. There will be a

1 partial take of the agricultural property here. Partial takes,  
2 sliver takes, of property along here, as well as a partial take  
3 of property from the agricultural land in the southeast  
4 quadrant of the interchange.

5 Let's back up a slide here.

6 UNKNOWN SPEAKER: Mr. Mayor?

7 COUNCIL MEMBER ZARAGOZA: I'm sure that you're going to  
8 address the displacements of the 18 families as we progress,  
9 right?

10 MS. DANIELS: Yes.

11 COUNCIL MEMBER ZARAGOZA: The mobile-home families and  
12 the two residential homes.

13 MS. DANIELS: Yes, we will.

14 MR. LISECKI: I'd like to just mention some of the  
15 mitigation measures for the displacement of those residents and  
16 businesses.

17 First of all, all fair-market value will be paid for  
18 all properties acquired for the project. In addition,  
19 relocation assistance will be provided to displaced homeowners,  
20 tenants, and businesses. And those persons that are eligible  
21 for relocation benefits and payments will receive those  
22 benefits and payments.

23 And I'd like to mention that only those -- according to  
24 Federal Uniform Relocation Act procedures and regulations, only  
25 residents lawfully resident in the U.S. are eligible to receive

1 relocation benefits and assistance.

2           The other issue that I'm sure is going to be of concern  
3 is potential noise impact.

4           As a result of post-project improvements, those  
5 residences near the project improvements, realigned ramps, and  
6 realigned Ventura Boulevard could experience up to a 4 decibel  
7 increase in their noise levels. The resulting noise levels  
8 would exceed the Federal Highway Administration's criteria for  
9 noise abatement. What that means is we are required to  
10 investigate ways to mitigate or reduce the sound levels below  
11 that threshold.

12           Typically, what that means is construction of sound  
13 walls, and that's what we're proposing here. We're proposing  
14 sound walls 8 to 14 feet in height. The sound walls are shown  
15 in red. They will be located on the north side of the  
16 northbound U.S. 101 on-ramp here. They will be also located on  
17 the north side of the northbound U.S. 101 off-ramp and along  
18 both sides of the realigned Ventura Boulevard.

19           With implementation of those sound walls, the noise  
20 levels would be reduced by up to 8 decibels and below the FHWA  
21 criteria.

22           The last impact I would like to focus on is the visual  
23 impact. And this project would result in removal of an  
24 estimated 270 trees. Most of those trees are located in a  
25 Eucalyptus wind rows in the southeast quadrant of the

1 interchange. And there are also trees located along the north  
2 side of the freeway that would be displaced.

3 Back to the previous slide. The mitigation measures  
4 for those impacts include replacing trees displaced on a 3-to-1  
5 basis. The recommended box size for those trees is 24 inches.

6 There were a number of other areas addressed in the  
7 environmental document. I'll touch on these briefly.

8 COUNCIL MEMBER MAULHARDT: Excuse me, when they  
9 recommend the 3-to-1 replacement, is there a condition on where  
10 those would be located, those trees?

11 MR. LISECKI: It's my understanding -- Cynthia can  
12 correct me -- they can be relocated anywhere in the city.

13 Obviously, the preferred location would be within the  
14 city near the interchange.

15 COUNCIL MEMBER MAULHARDT: Right.

16 (Unable to hear speaker.)

17 But, obviously, they could be controlled so that  
18 they're replaced in that area?

19 MS. DANIELS: Mr. Mayor, Mr. Maulhardt, yes. The  
20 City's policy requires replacement of the trees as an intent to  
21 try and preserve our heritage for the wind rows.

22 However, that's a lot of trees to put in the  
23 interchange, but the intention would be to put as many as  
24 Caltrans will accept. They are pretty strict about how many  
25 trees we can put into the interchange. They have a per-acre

1 allotment for maintenance.

2           And then any additional trees can be placed -- or the  
3 economic value of trees that can be upgraded can be placed  
4 anywhere else in the city.

5           COUNCIL MEMBER MAULHARDT: On Rose Avenue, there were  
6 some serious issues about the Eucalyptus trees, and we did some  
7 adjustments and were able to preserve more than was originally  
8 estimated, so I assume we'd also look at that case here and  
9 make sure we preserve whatever we can preserve.

10           MS. DANIELS: Mr. Mayor, Mr. Maulhardt, that's the  
11 staff's intent in working with Caltrans, is to try and preserve  
12 as many trees as possible.

13           COUNCIL MEMBER ZARAGOZA: We're talking about the  
14 decibel levels?

15           MAYOR LOPEZ: Yes.

16           COUNCIL MEMBER ZARAGOZA: And you said that the decibel  
17 levels will be increase by 4 points. Is that because --

18           MR. LISECKI: 4 decibels.

19           COUNCIL MEMBER ZARAGOZA: Is that because of the  
20 increased traffic or because of the construction of the --

21           MR. LISECKI: No. It's because of realignment of the  
22 ramps, so we are moving some of the ramps closer to existing  
23 residences.

24           COUNCIL MEMBER ZARAGOZA: So then once the walls go  
25 up, then they go down by 8?

1           MR. LISECKI: Up to an 8-decibel increase at some of  
2 the residences.

3           COUNCIL MEMBER ZARAGOZA: And what is the -- is the --  
4 is it 65 or 70?

5           MR. LISECKI: The threshold? The criteria is 67  
6 decibels.

7           COUNCIL MEMBER ZARAGOZA: So it would go down to about  
8 50-plus or something?

9           MR. LISECKI: It would be in the 60 range, upper 50s,  
10 60 decibels range.

11           The existing noise levels out are high because of the  
12 proximity to the freeway obviously, but -- so they'd certainly  
13 increase at -- some of that noise levels at some of the  
14 residences, currently, you can see that 67-decible threshold.

15           COUNCIL MEMBER ZARAGOZA: Going back to the tree  
16 removal, is that discussed with the neighborhoods and with the  
17 individuals in that neighborhood?

18           I notice that you mentioned you had meetings in Spanish  
19 in your initial presentation.

20           MS. DANIELS: Mr. Mayor, Councilman Zaragoza, we had a  
21 meeting in the city -- the Downtown area to meet specifically  
22 with the Owl Mobile Home Park tenants and their attorney.

23           Most of the trees that are affected are on the Sakioka  
24 (ph) property. And the community has not raised that as an  
25 issue, but the staff is certainly aware of the concern and the

1 City's resolution about preserving the wind rows.

2 COUNCIL MEMBER ZARAGOZA: Sakioka property would be on  
3 the south side?

4 MS. DANIELS: Southeast quadrant.

5 COUNCIL MEMBER PINKARD: One question. With the sound  
6 walls, would it be possible to have -- what type of landscape  
7 can we have around the sound walls?

8 I'm thinking of shrubbery maybe (unable to hear), but  
9 also increased appearance of the sound walls. Major landscape  
10 and shrubbery, small trees, or something.

11 MS. DANIELS: Mr. Mayor, Councilman Pinkard, at this  
12 point we haven't done the landscaping plan, but it is typical  
13 for the City to ask for vines covering the walls.

14 Another option we thought of exploring is maybe some  
15 kind of public art upgrade for those walls that would be, you  
16 know, complementary with the abutment wall public art that we  
17 are contemplating.

18 At this point, particularly the sound walls along  
19 Ventura Road are pretty close to the roadway. I don't know  
20 how much room there will be for landscape, but we will  
21 definitely take a look at that.

22 COUNCIL MEMBER PINKARD: You know, I think it is very  
23 important to be concerned about sound walls; because even  
24 though they are designed to mitigate sound, they can always --  
25 they can also be considered blight unless they are really

1 properly developed and landscaped.

2 I know we can go around the city and see some -- we  
3 have walls, and they are (unable to hear.)

4 There are other areas where they are attractive, so I  
5 think we really have to spend time on seeing to it that they  
6 are beneficial and not blight.

7 MR. LISECKI: Thank you. I'll just quickly go through  
8 these last (unintelligible.)

9 There are potential hazardous waste issues because of  
10 airily deposited lead from traffic traveling on -- along the  
11 freeway overall these years.

12 There are a couple of leaking underground storage  
13 tanks, and there's also the issue of pesticide contamination on  
14 the agricultural properties that will be acquired, partial  
15 takes from these properties.

16 There will be temporary construction air-quality  
17 impacts. There is a 100-year floodplain of shallow flooding;  
18 3 feet approximately, in the northwest quadrant of the  
19 interchange. And the project would have a very minor  
20 encroachment into that floodplain.

21 Geologic, seismic hazard is obviously an issue in  
22 Southern California. We live within 50 miles of nine  
23 earthquake faults, active earthquake faults.

24 The project will be designed with all current -- in  
25 compliance with all current codes, building to mitigate those

1 impacts.

2           And, finally, the potential for temporary disruptions  
3 in service, utility services, due to utility relocations.

4           And with that, that concludes my remarks.

5           I'm quite willing to answer any more additional  
6 questions that you might have.

7           COUNCIL MEMBER ZARAGOZA: With the disruption in  
8 services, is that going to be an hour, a half a day? Or will  
9 people be notified?

10           MR. LISECKI: I don't think we can really predict that.  
11 Marge Lazarus from CH2M Hill has been investigating utilities  
12 that need to be relocated. And I don't know if you want to say  
13 anything more on relocation and disruption.

14           MS. LAZARUS: Hi, I'm Marge Lazarus with CH2M Hill.  
15 We're the engineers contracted with the City for the project.

16           And we have taken a preliminary look at the major  
17 utilities in the area. The two primary ones are two gas lines  
18 that cross under the freeway. One is a transmission line, and  
19 one is a service line. So we'll be -- we're already in contact  
20 with The Gas Company, and we'll be investigating those to make  
21 sure that they don't -- service is not disrupted.

22           COUNCIL MEMBER ZARAGOZA: I was thinking of probably  
23 water and sewer, that kind of thing; utility disruption,  
24 (unable to hear) just electrical.

25           MS. LAZARUS: Those are primarily outside the majority

1 of the footprint of the project, and they are not seriously  
2 affected by the bridge relocation, some of the major items of  
3 construction.

4 COUNCIL MEMBER ZARAGOZA: Okay. Thank you.

5 MAYOR LOPEZ: Any other questions or comments by the  
6 Council?

7 MS. DANIELS: Mr. Mayor, Council, that concludes the  
8 staff presentation. We'd be happy to answer any other  
9 questions you may have.

10 MAYOR LOPEZ: Okay. If there's no other presentation  
11 by the staff, we're going to go to the public comment portion  
12 of the public hearing.

13 We are going to open the public hearing. We are going  
14 to ask people -- it's a bit hard.

15 (Unable to hear) submit cards in the order.

16 And starting with Mr. Card, Les Card.

17 MR. CARD: Mr. Mayor, members of Council, I'm Les Card.  
18 I'm representing Sakioka Farms tonight.

19 And if we could, Mr. Jeffrey Lintel has some  
20 introduction remarks that I can follow, and he's turned in a  
21 card also.

22 MAYOR LOPEZ: Okay.

23 MR. LINTEL: I'm Jeffrey Lintel, chief operating  
24 officer of Sakioka Farms, 3183-A Arrowhead, Costa Mesa.

25 Mr. Mayor, members of City Council, thank you for the

1 opportunity to appear.

2           We are in the very preliminary stages of evaluating  
3 development possibilities for our 427 acres, which were  
4 basically bound by 101 Rice Avenue and Del Norte. And I think  
5 each of you has a copy of our property there that you can  
6 review. And there's also one here for the public that they can  
7 see.

8           We have had preliminary meetings with the staff with  
9 Planning, with Traffic. And we determined very early on that  
10 we needed to bring in a traffic engineer, so we retained LSA  
11 Associates, and Les Card, who is a professional engineer and  
12 chief operating officer is here to speak on our behalf. Thank  
13 you.

14           MR. CARD: Thank you. Again, my name is Les Card,  
15 C-a-r-d, with LSA Associates, and we are consultants for  
16 Sakioka Farms.

17           As Jeffrey mentioned, we have just begun the planning  
18 effort to consider the development opportunities and design  
19 aspects of 430 acres of Sakioka Farms property.

20           In general, we are in support of the improvement  
21 project at the Rice interchange and appreciate the efforts of  
22 the City staff and Caltrans to bring these interchange projects  
23 up to this point of -- state of readiness and the plan to  
24 implement.

25           Our comments focus on the geometric design on the south

1 side of the freeway, particularly the Gonzales, Rice  
2 interchange.

3 Just a couple things that we want to point out. After  
4 reviewing the project report, the environmental assessment, and  
5 the traffic study supporting those documents, that it's our  
6 understanding in discussions with the City staff that even  
7 though the Gonzales, Rice intersection is discussed in the  
8 report, and there are mitigation measures discussed for that  
9 intersection, there are no intersection improvements proposed  
10 to the Rice, Gonzales intersection along with the Rice/101  
11 interchange project. And that was an important clarifications  
12 for us.

13 There are specific intersection mitigation measures  
14 discussed in the project report and the environmental document,  
15 but they should not be considered as cast in concrete at this  
16 point. That's potentially a major access point for the Sakioka  
17 property, and we want the opportunity to look at different  
18 design and opportunities to take access at that intersection.

19 And last, the graphics in the environmental assessment  
20 and the project report, as well as the traffic report, none of  
21 them reflect the potential extension of Gonzales east of Rice  
22 into the Sakioka Farms property. And since many of the  
23 graphics do speak about a future year, 2025, we believe that  
24 that extension, consistent with your general plan, should be  
25 shown on those graphics.

D-1

1           We also plan to submit additional written comments  
2 through the end of the comment period. Thank you very much.

3           MAYOR LOPEZ: Thank you. Okay. Soledad Trevino.

4           MS. TREVINO: My name is Soledad --

5           MAYOR LOPEZ: Pull the mike down.

6           MS. TREVINO: I'm not really good at this public  
7 speaking, so I ask that you bear with me.

8           I live at 3438 Santa Clara Avenue in Oxnard, and I'm  
9 also a member of (unable to hear) organization committee. I'm  
10 here because we are protesting the overpass, as it stands,  
11 because of the consequences that it will bring to my community.

12           This project will bring into Santa Clara Avenue --  
13 according to this report, the traffic will go from, 2024  
14 vehicles to 3,085. This number, I feel, is short. My  
15 calculations -- where I live, the trucks are passing every  
16 15 seconds during peak hours, and peak hours are several during  
17 the day. It's almost 24 hours a day.

D-2

18           The consequences of this is a shake of our homes. We  
19 can never leave our windows open anymore. The pollution, the  
20 noise, the impact will be to the increase in traffic; the  
21 pollution from the trucks and the cars, the noise, the value of  
22 the properties, and the quality of our neighborhoods.

D-3

23           I understand that we are in the city -- that you are in  
24 the City, and we are considered County, yet your gain will be  
25 our demise.

1           Any gain you have in the quality of traffic through  
2 your city we will have in destruction to our community. The  
3 County has not acknowledged our presence, and we ask that you  
4 don't do the same.

5           We ask that you recognize that we are also part of  
6 Oxnard and you also have a responsibility to our community. Do  
7 not continue with this project until our concerns are met.  
8 Work with us to find the best solution for all of us. We are  
9 asking that the road be moved over and a barrier of trees be  
10 put in to help us filter the diesel and the exhaust.

11           I beg for your help. I invite you all to my home so  
12 you can firsthand get an idea what I'm talking about and see  
13 what the situation is now and what it's going to be for sure in  
14 the future.

15           We understand that this is a major freeway, art of  
16 way (ph) for all this area, but it must be done in a safe way  
17 for everybody.

18           We need sound walls, buffer zones, and access roads | D-4  
19 into Nyeland and out of Nyeland.

20           That's basically what I have to say.

21           MAYOR LOPEZ: How far do you live from this --

22           MS. TREVINO: I live about three houses away from the  
23 one that's going to where -- I guess there's two houses that  
24 they are going to -- well, in the middle of the block.

25           And like I say, I invite you all.

1           What you're going to do is that basically you have a  
2 controlled situation over here, the bridge, and it's going to  
3 pour right into us.

4           The County doesn't even want to acknowledge anything to  
5 do with us. I mean, no -- nothing as far as --

6           My house is basically about 20 feet away from the --  
7 from what's going to be a freeway. This is devastating. There  
8 is -- nothing has been planned, also, as to how we are going to  
9 get out of this neighborhood.

10           When we drive out, how are we going to drive out?  
11 Where are we going to go? Nothing.

12           Thank you for your time.

13           COUNCIL MEMBER MAULHARDT: Mayor, before we do that --

14           MAYOR LOPEZ: Thank you.

15           COUNCIL MEMBER MAULHARDT: -- I think we are going to  
16 have a lot of speakers on the subject, and maybe -- for me, can  
17 we put the map back up there and get a little clarification for  
18 which houses, the flow of traffic that's currently there versus  
19 the flow of traffic there will be; because I'm looking at the  
20 diagram in the book, which is small, but it appears that we  
21 might actually be separating the freeway more from the houses  
22 after it's done than it is currently now.

23           MR. BOWMAN: Mayor, Council Member Maulhardt, I think  
24 the reference at this time was as to Rice Avenue being a  
25 freeway-like street. I think that's that reference the last

1 speaker made was to Rice Avenue.

2 COUNCIL MEMBER MAULHARDT: Well, this is the map I'm  
3 curious about here. The road that is next to your arrow --  
4 come down a little bit. That road right there, that, in  
5 essence, is going to be a frontage road, right? That's not the  
6 off-ramp?

7 MS. DANIELS: No, that is not an off-ramp. This is the  
8 realigned Ventura Boulevard.

9 COUNCIL MEMBER MAULHARDT: That's a frontage road?

10 MS. DANIELS: Right.

11 COUNCIL MEMBER MAULHARDT: And the road to the left of  
12 the frontage road, that one is the off-ramp?

13 MS. DANIELS: That's the off-ramp.

14 COUNCIL MEMBER MAULHARDT: So the off-ramp is against  
15 the houses now. In essence, you're going to have this off-ramp  
16 to the front.

17 What's going in between the off-ramps and the frontage  
18 roads?

19 MS. DANIELS: Between here and here, there's --

20 COUNCIL MEMBER MAULHARDT: What is that going to be?

21 MS. DANIELS: I believe that's the Nyeland Mutual Water  
22 Company.

23 COUNCIL MEMBER MAULHARDT: So there's no residents  
24 living in between those two roads?

25 MS. DANIELS: I don't believe so. There may be a

1 residence there.

2 Part of what we'll be looking at with the relocation is  
3 where we have partial takes and where we have full takes.

4 I believe this is a partial take here. It's a little  
5 hard to tell from this map. That may be a single-family home,  
6 and I think that's the Nyeland Mutual Water Company.

7 UNKNOWN SPEAKER: I think he wants to say something.

8 MR. LISECKI: There is one mobile home park which I can  
9 point to that will remain, and that's the reason we are showing  
10 a sound wall here because there is an existing mobile home park  
11 right here.

12 COUNCIL MEMBER MAULHARDT: Which one is that, and how  
13 many units?

14 MR. LISECKI: It's the -- let me check my notes.

15 COUNCIL MEMBER MAULHARDT: And while you're checking  
16 that, maybe Cynthia can answer -- currently, with the flow of  
17 traffic, is -- the off-ramp is --

18 MS. DANIELS: Let me have Paul Taylor answer that  
19 question. He can recall it faster than I can.

20 COUNCIL MEMBER MAULHARDT: What I'm getting at is the  
21 distance from current off-ramp to people versus current -- the  
22 future off-ramp to where the people will now be.

23 Are we getting closer to the off-ramp with people, or  
24 are we getting farther away?

25 I mean the first appearance to me is we are getting

1 farther away from people.

2 MS. DANIELS: Because we are moving some of the people,  
3 you might say it's a wash.

4 The existing off-ramp -- you remember the existing  
5 off-ramp is pretty close to this intersection. And the Owl  
6 Mobile Home Park is up here, so the people come off and exit,  
7 come out to the intersection here, and we are going to move the  
8 ramp further north and east, and we are moving -- this is  
9 actually a brand-new road.

10 So there will be people moved farther away from the  
11 off-ramps than people who exist there now.

12 COUNCIL MEMBER MAULHARDT: And in that flow of traffic  
13 that will now happen -- that will be there, the trucks coming  
14 from the harbor, so to speak, Rice Avenue --

15 MS. DANIELS: Right.

16 COUNCIL MEMBER MAULHARDT: Right now they have to come  
17 to a full stop, make a turn, and they do a couple of tight  
18 turns to get on?

19 MS. DANIELS: That's right.

20 COUNCIL MEMBER MAULHARDT: Which I would assume also is  
21 kind of a noisy operation versus -- will that decrease the  
22 noise by making that smooth transition on the freeway and  
23 remove the trucks coming from the port away from houses; and,  
24 with the smoother transition, not be quite as noisy as it was  
25 before?

1 UNKNOWN SPEAKER: Yes, Mr. Maulhardt. That's the  
2 theory of the -- and the -- currently, the ramp configuration  
3 here is not -- is functionally no different from what's shown  
4 here, but it's squeezed down between -- closer to the freeway,  
5 and it basically comes off on -- at Ventura Boulevard there.  
6 And then there's this long road that -- there's a longer piece  
7 that goes up to Santa Clara there.

8 And so, as you said, trucks today have to come up and  
9 basically go -- make a 180 back in the other direction to get  
10 on the short little ramp that goes to the roadway, goes  
11 northbound.

12 This design opens that up and provides this clover  
13 leaf, partial clover leaf for the trucks to make that  
14 transition to get on northbound. Coming -- the northbound off  
15 traffic will function approximately the same way as it does  
16 today.

17 Coming off here, the geometry is better so they don't  
18 have to -- it's not such a tight turn off. There's no stop  
19 sign at Ventura as there is today, and it just transitions on  
20 up to this intersection at Auto Center Drive and Santa Clara.

21 COUNCIL MEMBER ZARAGOZA: So the speaker that was  
22 speaking a while ago, is she close to the new Ventura  
23 Boulevard, or -- she said within 20 feet from the freeway.  
24 That doesn't sound right to me.

25 MS. TREVINO: I am 20 feet from the road on Santa

1 Clara.

2           What I'm saying is that the traffic, the majority of  
3 the traffic that we have, is coming down from the harbor. All  
4 these trucks, the trucks go down Santa Clara and up to -- I  
5 guess towards Somis and Moorpark.

6           I'm right on Santa Clara, and I'm 20 feet away from the  
7 street itself that's going to become a major -- I would say a  
8 freeway.

9           COUNCIL MEMBER ZARAGOZA: It's 118, 20 feet from the  
10 118.

11          MS. TREVINO: It's going to become part of 118.

12          COUNCIL MEMBER ZARAGOZA: L.A. Avenue.

13          MS. TREVINO: Okay. So right now it's Santa Clara, and  
14 it goes up there. We are about 20 feet.

15           What I'm saying is we are County, is what I understand.  
16 But our problem is that the City is going to bring in all this  
17 traffic from the harbor area, all this traffic from everywhere,  
18 and I guess specifically from the trucks coming from the  
19 harbor. And they are going to go right through my front door,  
20 about 20 feet away from my front door, not 20 feet from my  
21 front yard. And that's where our problems are.

D-5

22           COUNCIL MEMBER ZARAGOZA: I thought -- my  
23 understanding, most of the trucks are going to be heading  
24 towards San Francisco and towards Los Angeles.

25          MS. TREVINO: Well, maybe some of them, but I can

1 guarantee you that I have -- every 15 seconds I have trucks  
2 going through the front of my house. That's a lot. That's a  
3 lot of traffic.

4 COUNCIL MEMBER ZARAGOZA: Okay.

5 MAYOR LOPEZ: Okay. Donaciano Miramontez.

6 MR. MIRAMONTEZ: Good evening. My name is Donaciano  
7 Miramontez. I live in Trailer No. 7.

8 In that trailer, I have lived with my family for many  
9 years. I don't know what will happen now that we have to move,  
10 if we have to. I want to retire in two or three years from  
11 working, and I'd like to keep my trailer for me to live in that D-6  
12 place with my wife.

13 So then I would like you to take into account what will  
14 happen to us; where will we be moved to?

15 And thank you. That's all I wanted to say.

16 MAYOR LOPEZ: Okay. Jose Valdovinos.

17 MR. VALDOVINOS: Good evening. My name is Jose  
18 Valdovinos. My address is 2535 East Ventura Boulevard, Space  
19 No. 18, Oxnard, California 93030.

20 I am one of the 18 families who will be affected by the  
21 101 and Santa Clara project. This project affects me, the  
22 families, economically speaking, emotionally, and  
23 psychologically, due that we do not have any future stability.

24 The 18 families form a community, a friendly and safe  
25 community. All of our children attend the same schools that we

1 all know, and we like them. Our children are pleased going  
2 there. We have bus transportation available that our children  
3 use and transport themselves in those buses.

4 And in our community, our neighbors go out to the bus  
5 stops to welcome our children. All of us feel confident that  
6 if one day one of us cannot go and pick up our own children we  
7 are confident that any of our neighbors can go and pick him/her  
8 up.

9 I have been living here for the past 20 years, and I've  
10 been married for 13 years residing here in the City of Oxnard.  
11 I have three daughters, my wife; and we feel affected, impacted  
12 for the reason of not knowing what will happen to us when we  
13 have been in an area that has been quiet and tranquil. That's  
14 why all the 18 families want you to consider and to provide us  
15 a property lot where we could continue feeling in safe and  
16 friendly environment.

D-7

17 Thank you.

18 MAYOR LOPEZ: Okay. Juan Galvan.

19 MS. DANIELS: Mr. Mayor, if I could take a moment and  
20 introduce Mauricio Caldafa (ph). He is our State-certified  
21 Spanish interpreter.

22 COUNCIL MEMBER ZARAGOZA: Welcome.

23 THE INTERPRETER: Thank you.

24 MR. GALVAN: Good evening. My name is Juan Manuel  
25 Galvan. I live at 2535 Ventura Boulevard. I would like to be

1 brief in my comments.

2 We form a community of 18 families who have always been  
3 together for the past 20 or 25 years. We now find ourselves  
4 with this project purpose that we will expand the Santa  
5 Clara/101 project.

6 I've never been against anything that indicates it will  
7 improve the city; but, in this case, I do see maybe it's  
8 causing a psychological impact in our families. I am now  
9 living it.

10 It's been about three or four months since this has  
11 been passing through my mind. I now have a six-year-old  
12 daughter who, at every moment, asks me, "What are we going to  
13 do?" "Where will they send us?"

14 They tell us that we are going to be replaced or  
15 relocated, but we don't know where. But according to comments  
16 made, they say that they are going to split us up.

D-8

17 I suggest to whom it may concern to please take into  
18 account us into -- like good families and good citizens of the  
19 United States.

20 We would like for those who are concerned about this to  
21 relocate us to a safe and friendly property lot that would keep  
22 us together.

23 These 42 months that they speak of that will be a  
24 difference given to us to be relocated to another location, we  
25 know that this will soon pass by, and we will end up back in

D-9

1 zero again.

2 Thank you.

3 MAYOR LOPEZ: Okay. Fermin, there's no last name.

4 MR. RUIZ. Good evening, Mr. Mayor, and all of you. My  
5 name is Fermin Ruiz. I live at 2535 Ventura Boulevard. I am  
6 the owner of Trailer No. 11.

7 What I've been overhearing here, what they are talking  
8 about, much importance has been given to even the trees that  
9 they now want to place. But as to our trailers, which are the  
10 places where we and our children live, I see very little  
11 interest in it.

12 Because they will not simply just knock down or tear  
13 down 18 trailers; these are 18 families. These are children,  
14 American citizens. Some of them citizens who, at some point or  
15 given time, have given our votes to our own -- or for our own  
16 representatives.

17 We would like you, if those of you who can help us to  
18 move us, but not to do so so that one of us will end up in  
19 Ojai, one in Santa Paula, and so on.

20 It is our understanding that there's no available space  
21 here for trailers, so that's why I agree with my fellow trailer  
22 owners, if it's possible for you to find a location where we  
23 all can move to.

24 Perhaps it is not so difficult because when it comes to  
25 a project like the one you're speaking about, it requires

↑ D-9  
cont'd

D-10

1 millions and millions of dollars.

2           And the graphic itself -- the drawing looks very  
3 pretty, but it would be even better if before having drawn that  
4 you would have found a place for us to move to.

↑  
D-10  
cont'd

5           There are many other things, but that's all. Thank  
6 you.

7           MAYOR LOPEZ: Alberto Cortez.

8           MR. CORTEZ: Good evening. My name is Alberto Cortez,  
9 and I live at 2535 Ventura Boulevard.

10           And I agree with my friends and my fellow residents and  
11 families alike, and I agree as to why it is that before  
12 building over there, why didn't you think about relocating us?

13           There are 18, 18 trailers there, and I do think that  
14 you could find and look for a property lot where you could  
15 relocate us to.

↑  
D-11

16           Schools are very close by, and we are all one big  
17 family. And if someone cannot take a child to school, then  
18 somebody else will do it instead.

19           That's all. Thank you.

20           MAYOR LOPEZ: Jeannie Barrett.

21           MS. BARRETT: Mr. Mayor, members of City Council, I'm  
22 Jeannie Ms. Barrett. I am an attorney with California Rural  
23 Assistance. I'm also a resident of the City of Oxnard, but I'm  
24 here tonight primarily as the legal representative of the  
25 majority of the people who live in the Owl Mobile Home Park.

1           Before I start, I would like to thank you, Ms. Daniels  
2 and Mr. Lisecki, and the other people who came out to my  
3 office -- what was it, about ten days ago? -- to meet with my  
4 clients and the other residents of the Owl Mobile Home Park to  
5 help them begin to understand what the relocation plan meant  
6 for them.

7           They did a very good job that night, and it did allow  
8 us to narrow down the issues that are of most concern to my  
9 clients.

10          The -- my office is preparing written comments that we  
11 will submit before the written-comment due date on the 20th.

12          And I don't want to go into a lot of technicality  
13 tonight, but just hit some of the high points.

14          The bottom line is, is that you're being asked to find  
15 that there is a negative impact on my clients. The negative  
16 declaration that we've been provided indicates, on No. 7, that  
17 neighborhoods, schools, public or recreational facilities,  
18 public utilities, heritage, and scenic resources will not be  
19 significantly affected by this project.

20          Owl Mobile Home is a neighborhood. It's a neighborhood  
21 where 18 families live. I don't know how much more significant  
22 an impact you can have on a neighborhood than demolishing it.

23          You're also being asked to agree on No. 9 that  
24 implementation and mitigation measures will reduce displacement  
25 in that to a less than significant level. We disagree with

D-12

D-13

1 that one as well.

2 I think if you look at both the environmental  
3 assessment document and the draft relocation plan, you'll find  
4 that they have done an excellent job in indicating what the  
5 problems are with relocating these families.

6 They live in a mobile home park which is old. They  
7 have mobile homes which have been there for 20 to 30 years.  
8 These mobile homes, if you try to move them, are going to fall  
9 apart.

10 Further, even if they could be moved, there is no  
11 mobile home park within the City of Oxnard which can take them.  
12 The 22 mobile home parks that are indicated are all full.

13 There is a less than -- I believe it was 1 percent  
14 vacancy rate in mobile home parks in the City of Oxnard.

15 The bottom line is, is that if these families have to  
16 be relocated, they are not going to get relocated into the City  
17 of Oxnard.

18 The Environmental Impact Report, at some point,  
19 indicates that this will not be a significant impact because  
20 the residents will be dispersed throughout the city. They are  
21 not going to be dispersed throughout the city. They are going  
22 to be dispersed throughout the county, if they are lucky, and  
23 maybe even further.

24 There's a statement in here that once the relocation  
25 plan is it's that this will not have, for example, an impact on



D-13  
cont'd

1 their jobs.

2 Well, if they have to move 50 miles away and they have  
3 to commute those 50 miles to get to work, of course it's going  
4 to have an impact on their jobs.

D-13 cont'd

5 The -- you're also asked -- in the environmental  
6 assessment document, there's a list of the questions that  
7 you're supposed to answer on page 35.

8 When you get to page 36, you're asked -- this document  
9 agrees that there will be an impact on the location  
10 distribution density of the growth rate of human population in  
11 an area, but says that this will, after mitigation, not be  
12 significant.

D-14

13 There's a question; will it affect lifestyles and make  
14 of character or stability? It's agreed, yes. It says again,  
15 no, this won't be significant.

D-15

16 You go through these questions from 34 to 37 and you  
17 get the same response; yes, there's a impact; no, it's not  
18 significant.

19 I think you've heard from some of my clients tonight.  
20 You're going to hear from more of them, I suspect. They say,  
21 yes, there will be an impact; and, yes, it will be very  
22 significant to themselves and their families.

23 Now, they put together a petition. Their proposal, as  
24 you have heard, is that what they would like to see happen here  
25 is that we find a location where this park can be, you know,

D-16

1 relocated together, that we develop essentially another mobile  
2 home park within the City of Oxnard.

3           Failing that, we develop another low-income housing  
4 neighborhood within the City of Oxnard that can accommodate  
5 them.

6           They asked me to present this to you tonight. It's a  
7 letter, and it is signed by someone from each of the 18 units  
8 in the park. I think they may have missed one side when they  
9 got this signed.

10           Can I give it to you, Ms. Daniels?

11           MS. DANIELS: Sure.

12           MS. BARRETT: The only way you're going to avoid  
13 significant impact to these families is to, in fact, help us.  
14 We are willing to work with the City staff in trying to  
15 identify another site. We are willing to look for other means  
16 of financing.

17           I know that there is -- for instance, a State has  
18 financing available for owners of mobile homes who want to  
19 establish cooperative ownership of mobile home parks.

20           The -- my clients do not want to stop progress to the  
21 City of Oxnard. They do want something that is fair to them  
22 and workable for them and does not cause them to be dispersed  
23 across the County of Ventura or possibly the State of  
24 California.

25           I don't see, looking at the problems that are



D-16 cont'd



D-17

1 identified in your own documents, basically your own documents,  
2 how you can possibly find and sign the negative declaration.

3 Thank you.

4 MAYOR LOPEZ: Okay. Alma Silva.

5 MS. SILVA. Good evening. My name is Alma Silva. I  
6 live at 2535 Ventura Boulevard, Space 9. I'm going to make  
7 this fast.

8 After reading the initial study for the U.S. Highway  
9 101/Rice Avenue interchange project, attending the meeting to | D-18  
10 the site, what will happen with the 18 mobile homes located  
11 where the project will be implemented?

12 We as owners of mobile homes are concerned about the  
13 future of our property.

14 During the meeting, it was proposed that the mobile  
15 homes be relocated to a different location.

16 I'm here to speak because my dad bought this home  
17 20 years ago, and I grew up there. You know, I attended the  
18 schools around there and everything.

19 We were helped by the neighbors; so we ask that if we  
20 move, we move all together; and, please, you know, we are here | D-19  
21 for you to help us. And we don't have any problems with this  
22 project.

23 I mean, I drive every day down the 101, so I know how  
24 bad it is, so we are just asking for help.

25 Thank you.

1           MAYOR LOPEZ: Okay. Belen Alonso.

2           MS. ALONSO: Good evening.

3           MAYOR LOPEZ: Good evening.

4           MS. ALONSO: Hi, as you mentioned, my name is Belen  
5 Alonso. I live at 3430 Santa Clara Avenue, one house closer  
6 then my neighbor that was just speaking here, Soledad, one  
7 house closer to the freeway and to the new project.

8           Right now, the way it is, the way this bridge and  
9 everything is, even though there is the paperwork that we  
10 received, they are kind of saying, "Well, you guys have nothing  
11 to do with what we are building." And, yes, we do, because  
12 every time you make a bridge, whatever roads come out of it,  
13 you make it with a plan of the future plan for these roads.  
14 Okay.

15           The future plan is going to be, we're going to widen --  
16 it's the Highway 118. There's going to be more growth,  
17 et cetera, so we are part of that project.

18           And I'm sure the engineers have us in mind.

19           Right now, it takes us five minutes in rush hour -- it  
20 takes me five minutes, which is around 4:00 o'clock when I take  
21 my son to his karate class, five minutes to get out of my  
22 driveway to get onto Santa Clara Avenue.

23           And in the 12 years I've lived there, I lost count of  
24 the accidents that have happened. Dead people, there's dead in  
25 these accidents. I have saved some of the clippings in the

D-20

D-21

1 newspaper, and it's devastating to see that. I just don't want  
2 to see that here; that's one thing.

↑  
D-21  
cont'd

3 The other thing is on these new road that's going to be  
4 crossing some houses, which is the Ventura Boulevard, one  
5 question for the engineers: How many drainage for water will  
6 there be?

7 I have a terrible problem with flood because of  
8 construction that have been happening around, and I don't want  
9 that to increase my problem.

D-22

10 So I would like to see, if I can, some engineers, a  
11 copy of -- that shows me how many drainage there's going to be  
12 in the street for us, please.

13 Thank you very much.

14 MAYOR LOPEZ: Okay. That's the extent of the people  
15 that submitted cards this evening, but this is a public  
16 hearing, so even if you did not submit a card, you may speak on  
17 this item.

18 MS. KERKOFF: Good evening, Mr. Mayor, City Council.  
19 My name is Marga Kerkoff, and I live in Somis, which is quite a  
20 ways away from Oxnard. I wasn't planning on speaking, so  
21 please forgive me. But I do have a comment to make, and I  
22 would like the City Council to keep in mind I live in Somis.

23 We have several issues with the California Department  
24 of Transportation over projects planned in the Somis area. One  
25 of the things that sticks most closely in my mind is at a

1 public hearing in Somis several years ago at which  
2 representatives of Caltrans were present, one of them, a  
3 Mr. Ron Kazinski (ph), whose name appears on documents before  
4 you, Mr. Kazinski (ph) said -- and this is a quote -- that  
5 "Caltrans thinks nothing of taking out between 60 and 70 homes  
6 at a time." They think nothing of it.

7           After listening to the people before you today whose  
8 lives aren't just going to be impacted, they are going to be  
9 ruined if they lose their homes, I urge you, please, do not be  
10 too quick to jump into bed with Caltrans. Please show that you  
11 have humanity for the people of your county, of your town, of  
12 your city.

13           There are other comments I would like to make  
14 concerning the document because I think that it is really  
15 wanting; but above all, I wanted to personally urge you,  
16 please. I remember vividly what Mr. Kazinski (ph) said. There  
17 were witnesses. He said, "We take out 60 homes at a time and  
18 think nothing of it."

19           Please, City Council of Oxnard, don't join them in  
20 this. Be very careful. Do not sign on too readily to this  
21 document.

22           Thank you for your courtesy. Thank you for your time.

23           MAYOR LOPEZ: Anyone else? Yes.

24           MR. HERMAN: Members of Council, ladies and gentlemen,  
25 my name is Tom Herman. I own the trailer park on the northwest

1 quadrant called Valley Trailer Villa. And I had not planned on  
2 speaking tonight, but I've learned for the first time that  
3 there is an addition to the plan that I did not -- was not  
4 aware of that is that you now intend to add sound walls around  
5 the on-ramp on the northwest quadrant, which on its surface  
6 from the trailer park's point of view is probably beneficial.

D-23

7           However, there is approximately a 1-acre trailer sales  
8 lot also on that property, and the property is zoned  
9 commercial.

10           In addition, there are issues with respect to drainage  
11 which I need to address, not to you at this point. Those are  
12 details that are too small for the Council; but at some point,  
13 I need to see the Caltrans plans relating to drainage issues  
14 with respect to the park.

D-24

15           In addition, there is a matter called "A" Street, which  
16 two adjacent property owners have requested be addressed in  
17 terms of this building of the -- this modification to the  
18 interchange. And no one has -- from the City has seen fit to  
19 address that particular issue.

20           It appears that the city planner's position is that  
21 "A" Street will develop itself as soon as the adjacent property  
22 owners decide to develop their property.

D-25

23           The way things are progressing at this point it would  
24 appear to me that that will never occur, and one of the factors  
25 that bears heavily on that is the fact while this particular

1 property is zoned commercial, there is a variance for the  
2 trailer park. If you put up a sound wall, that you have  
3 effectively made that property residential forever.

4 And if that occurs, then "A" Street will probably never  
5 be developed. My -- I'm not saying -- I don't know what  
6 position to take right now because I just -- obviously I just  
7 saw the plan for the sound wall. I don't know how far it goes  
8 down the street. I don't know what -- how high it will be or  
9 on the property.

10 I'm simply, at this point, addressing my concerns and  
11 putting them on record and can approach the City, hopefully,  
12 before August the 20th.

13 Thank you.

14 MAYOR LOPEZ: Thank you. Yes.

15 Anyone who has not spoken, please, speak at this time.

16 MR. VASQUEZ: Good afternoon. Good evening. My name  
17 is Eleazar Vasquez. I, like my other fellow residents which  
18 live at 2535 Ventura Boulevard, we all have the same concern.

19 And what I am seeing now is that, with all due respect,  
20 it appears that you are more concerned for every single tree  
21 that you will knock down than you are for the 18 mobile homes  
22 that belong to us, since, in fact, a family -- a single family  
23 lives in each one of them.

24 For every tree, you will replace it with three others.  
25 We are only asking that for every single trailer that you

D25-cont'd

D-26

1 replace it with another one like it or the same; that's all.

↑  
D-26 cont'd

2 Thank you.

3 MAYOR LOPEZ: Okay. We have got Mr. Gillig. The  
4 matters of this evening (unable to hear) taking comments, and  
5 then the public hearing will remain open until the 20th.

6 COUNCIL MEMBER PINKARD: What's the size of the  
7 existing mobile home park? How many total?

8 MS. DANIELS: Mr. Mayor and Councilman Pinkard, it's a  
9 total of 18 units. I'm not certain about the size of the park.  
10 Perhaps, Lee knows the size.

11 MR. LISECKI: No, I don't.

12 MS. DANIELS: My estimate was maybe an acre and a half.  
13 He owns the property on the west side, on the northwest  
14 quadrant.

15 COUNCIL MEMBER ZARAGOZA: I have a couple of questions.  
16 What is the percentage of rentals and the percentage of  
17 ownership within that Owl Mobile Home Park? That's question  
18 number one.

19 MS. DANIELS: Mr. Mayor, Councilman Zaragoza, when  
20 Ms. Barrett asked -- or I think Lee asked at the meeting on  
21 July 19, it looked like maybe 60 to 80 percent of the people  
22 owned their homes.

23 Carl Lawson with the Mobile Home Rent Control  
24 Department or program gave me a list some time ago, and he  
25 would be able to speak to that definitively, but it's around

1 80 percent. There are more owners than there are renters.

2 COUNCIL MEMBER ZARAGOZA: About 80/20.

3 And the other question I had, have we worked -- the  
4 other question is, Is there available property in Oxnard to  
5 develop another mobile home park?

6 MS. DANIELS: Mr. Mayor, Councilman Zaragoza, I'm not  
7 prepared to answer the question because I've been out of  
8 Planning for a really long time, but I believe to put a new  
9 mobile home park in the city would require a general plan  
10 amendment. I don't believe there is any land at the moment  
11 that's been identified for a mobile home park that's vacant.

12 COUNCIL MEMBER ZARAGOZA: And the other question is,  
13 For the renters, the 20 percent or 25 percent that are renting,  
14 is there any emergency housing with the Oxnard Housing  
15 Authority that would work with Sal Gonzales to maybe -- with  
16 the possibility of assisting those families that are renting  
17 to -- maybe on an emergency basis or maybe getting on the list  
18 or so?

19 MS. DANIELS: Councilman Zaragoza, they are entitled to  
20 rental assistance for up to 42 months. That's part of the  
21 Uniform Relocation Act. And if you like, Mr. Lisecki can tell  
22 you more about that.

23 We met this morning with the Housing Authority, and I  
24 believe there is someone in the audience if you would like them  
25 to tell you a little bit more about what assistance Housing

1 Authority offers for tenants and for owners.

2           However, we are required to provide them with  
3 assistance both with relocation and give them fair-market value  
4 for their property if they are an owner.

5           COUNCIL MEMBER ZARAGOZA: Or maybe the Housing  
6 Authority might want to get together with the -- and have a  
7 meeting with the mobile home people and maybe provide  
8 assistance for them.

9           The last question I had, Mr. Mayor, was for the  
10 individuals that own their mobile home that are going to be  
11 relocated or displaced. Is there any way we can use some of  
12 the home funds that we have under CDBG to assist them in  
13 providing funds for down payments for new homes and so forth?

14           MS. DANIELS: They are entitled to a housing  
15 differential for re- -- in addition to being moved and paying  
16 their moving expenses.

17           If they have to buy a more expensive house, there's an  
18 upper limit on the amount of money that the City can contribute  
19 towards that, but there is additional funding available to put  
20 them into safe, decent, and sanitary housing.

21           I don't know if Bernard is still --

22           MAYOR LOPEZ: Is anyone in the Housing department here  
23 who can actually -- to clarify some of the items?

24           I think one of the things that we have to consider is  
25 not only the 42-month time span, but also the prioritizing of

1 the individuals.

2 COUNCIL MEMBER ZARAGOZA: Of the individuals that can  
3 be --

4 COUNCIL MEMBER PINKARD: I just want to comment,  
5 Mr. Zaragoza mentioned if there would be any mobile home  
6 properties in the City of Oxnard. What about the County of  
7 Ventura in the Nyeland Acres area?

8 MS. DANIELS: Councilman Pinkard, there are two mobile  
9 home parks in the immediate area. One is in the City, and one  
10 in the County.

11 Valley Villa Trailer is in the city; that's  
12 Mr. Herman's property. And Country Squire Mobile Home Park is  
13 on the east side, and the City was able to prepare a design  
14 that avoids taking out that mobile home park, but I believe it  
15 has no space.

16 I'm not aware of any other mobile home parks in the  
17 Nyeland Acres area, and I couldn't speak as to what else might  
18 be in the County.

19 UNKNOWN SPEAKER: Mayor, members of City Council, on  
20 the policy of the Housing Authority, we do give preference and  
21 priority to the displaced and who are being displaced by public  
22 action.

23 In such an instance, those that qualify for housing  
24 would, of course, be eligible for participation in the program,  
25 and it would extend beyond the 42 months. It would extend for

1 as long as they are eligible for the assistance, so we would be  
2 prepared to do that?

3 COUNCIL MEMBER MAULHARDT: Just a comment. There's  
4 also some grandfathering in of some of these mobile home parks  
5 that we have in there as to non-conforming uses, and so I'm not  
6 sure if that falls into that type of category.

7 So we have to -- in the relocation process, we have to  
8 take that into consideration in moving them to another park,  
9 too, it seems to me.

10 You know, the -- what we have before us is the first  
11 brush at this environmental report which is to bring out all  
12 these issues that we are talking about tonight; so that's  
13 great, we get these on the table in mitigation.

14 And it seems to me we have two issues; one is for the  
15 bridge itself. There's some mitigation that needs to be done,  
16 some relocation fees, and those are -- I won't call them  
17 standard. But whether it's mobile home or housing, we have to  
18 pay for that relocation and have to pay -- the bridge itself  
19 has to pay for relocation and moving assistance and everything  
20 else.

21 Beyond that, we need to look maybe with our Housing  
22 Authority because it may be some secondary assistance to make  
23 it work because it may not be adequate at that time. But I  
24 think we need to break it out, find out what the bridge portion  
25 is mandated or required to pay for, and then we can step in and

1 see what the City can do.

2 We've got some low-income housing projects that are on  
3 the books; and as Sal said, maybe we can have preference to  
4 some of those.

5 So I would suggest that obviously we need to work with  
6 the 18 families and our Housing Authority, but most importantly  
7 with the designers of this bridge, to find out what the true  
8 cost of the relocation will be and where the shortfall will be  
9 in that.

10 COUNCIL MEMBER ZARAGOZA: Mr. Mayor, one last thing.

11 Is there any possibilities of any additional design to  
12 put a sound wall down Los Angeles Avenue where the other  
13 residents are being impacted by noise?

14 COUNCIL MEMBER PINKARD: Santa Clara?

15 COUNCIL MEMBER ZARAGOZA: Santa Clara.

16 MS. DANIELS: Councilman Zaragoza, right now the  
17 Environmental Impact Report took a look at where there was a  
18 difference between the existing sound and the traffic generated  
19 over the next 20 years, and that's where the sound walls are  
20 shown now. And they are not shown on Santa Clara because the  
21 traffic basically north of the interchange drops off  
22 precipitously.

23 I would also point out that many of those houses are  
24 right up against Santa Clara; and if we put a 14-foot sound  
25 wall, you may get trade-off. And there are also drainage

1 problems. The road, I believe, is higher than the houses are  
2 out there.

3 MAYOR LOPEZ: Yes?

4 MS. ROBERTSON: Yes. My name is Elizabeth Robertson,  
5 and I just heard the lady say, "a fair-market value." What is  
6 the fair-market value of a 25-year-old mobile home? \$500?  
7 \$1,000?

8 And they say if they move them to a place they can  
9 live, where they make the money to pay for that? If they do  
10 make it right now, they wouldn't live in a mobile home, so  
11 that's the thing you need to consider for poor people like us.

12 It's not, "I pay you fair-market value. I move you  
13 here." It's our life live there. And if we can afford more  
14 and higher living, we already did it. We don't have to just  
15 stay there, so that would be (unintelligible; speaker has heavy  
16 accent).

17 Every one of you up there, I vote for you every time.  
18 I am not (unintelligible.) I just look at the face. I say,  
19 "That guy will help me. That guy will help."

20 So under that consideration, please, look and see to  
21 that. Thank you.

22 MAYOR LOPEZ: I think it's important for the folks who  
23 are here to let the word out that even though we are having a  
24 public hearing this evening, the public testimony is still open  
25 and will be remain open until the 20th, so you can submit or

D-27

1 tell others to submit written comments if you wish until that  
2 time.

3           Okay --

4           (Simultaneous talking; unable to write.)

5           MAYOR LOPEZ: So the public hearing will remain open.

6 And then as far as tonight's process is concerned, we would  
7 conclude that.

8           Thank you. Do you want to take any --

9           COUNCIL MEMBER MAULHARDT: Just a follow-up.

10           We had a lot of discussions on the residences. The  
11 businesses' response, do we have any concerns there of  
12 relocation or people, disruption of businesses and so on?

13           MS. DANIELS: Counsel Maulhardt, we received a  
14 petition, which is in the Initial Study and Environmental  
15 Assessment, from one business owner, who has on the petition,  
16 the signatures of, I believe, other business owners with the  
17 concern about the relocation of Ventura Boulevard.

18           This particular business owner is in the northeast  
19 quadrant and owns, I believe it's -- might be a market or a  
20 liquor store west of Nyeland Avenue.

21           And if I could summarize what I believe his concern  
22 was; the relocation of Ventura Boulevard so that it's further  
23 north of the intersection of where it is now could mean for him  
24 less pass-by traffic for his business, and so that would be an  
25 adverse impact to his business.

1           COUNCIL MEMBER MAULHARDT: Is that also something that  
2 has to be mitigated, too, if it's a --

3           MS. DANIELS: There are relocation benefits for  
4 businesses that take into account a variety of things, and I  
5 wouldn't presume to tell you all of the details, but I believe  
6 it does factor in those issues as well.

7           And we have a brochure out here to the right that I can  
8 provide to you that goes into more detail about that, and  
9 perhaps if Lee has an opportunity, he could give you a little  
10 bit more information, too, if you would like.

11           COUNCIL MEMBER MAULHARDT: Is there any more meetings  
12 scheduled or -- with the business owners and the residents as  
13 far as that goes, as giving the information? Or maybe we  
14 should schedule another one.

15           I mean it's open public hearing until the 20th, but  
16 sometimes it might be better that -- if our staff meets with  
17 these residents before the 20th to kind of flush out some of  
18 these details which might be better flushed out at a  
19 neighborhood meeting than at a council meeting.

20           COUNCIL MEMBER ZARAGOZA: I agree with that, especially  
21 the Housing Authority.

22           MS. DANIELS: We'll be happy to do another -- do  
23 another meeting with business owners as well as the residents.

24           COUNCIL MEMBER ZARAGOZA: There was question on the  
25 extension of Gonzales into the Sakioka properties. Does that

1 need to be addressed also?

2 MS. DANIELS: The Initial Study Environmental  
3 Assessment looked at what the current situation was and then  
4 assumed what the 20/20 was for the Rice/101 intersection,  
5 rather than looking outside the area of impact, which, in this  
6 case, doesn't extend to what would be the future extension east  
7 of Gonzales. And that's why we didn't look at it.

8 MAYOR LOPEZ: Okay. Then we would like to thank all  
9 people who attended tonight's hearing; and, again, we want to  
10 assure you that this is just the beginning of the process, and  
11 the public hearing will remain open.

12 You are able to submit written statements on the  
13 subject matter tonight, and it will remain open until the 20th.

14 Thank you very much.

15 (Hearing concluded at 9:13 p.m.)

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***Response to Comment D-1***

Please see the response to Comment B11-3.

***Response to Comment D-2***

The proposed project does not include new development that would generate additional traffic. The projected increases in traffic volumes on Santa Clara Avenue would occur whether or not the project is implemented. According to the Draft Traffic Study, the existing (1997) AM and PM peak hour traffic volumes on Santa Clara Avenue at the northern project limits are 814 and 1,279 vehicles per hour, respectively. In the year 2024, under the No Build conditions, these volumes are expected to increase 1,603 and 1,452 vehicles per hour in the AM and PM peak hours respectively. In the year 2024, with project conditions, the traffic volumes in the AM and PM peak hours would be 1,602 and 1,440 vehicles per hour.

According to SCAG *Port of Hueneme Access Study*, trucks comprise 6.6 percent of the traffic on Rice Avenue with large trucks comprising 3 to 4 percent of the total traffic volumes.

***Response to Comment D-3***

As noted in the response to Comment D-2, the proposed project would not generate additional traffic.

***Response to Comment D-4***

Comment noted. Also see the responses to Comments C5-1 and C5-9.

***Response to Comment D-5***

Please see the response to Comments C5-1, C5-9, and D-2.

***Response to Comment D-6***

Comment noted. Should the proposed project be approved, a right-of-way agent/relocation specialist will be assigned to the project to work with persons who will be displaced by the proposed improvements to identify suitable replacement housing.

Also see the response to Comment B2-4.

***Response to Comment D-7***

The City has not yet determined whether purchase of property for a new mobile home park or development of co-operative housing to accommodate persons displaced by the proposed project is a feasible mitigation measure. The City will, however, make every effort, within reason, to accommodate the request expressed by a number of the residents in the Owl Mobile Home Park

that they be relocated as a group, so that they can remain together. Given the very low mobile home park vacancy rates in the City and the project area, the City cannot guarantee that a mobile home park will be found with a sufficient number of vacancies to accommodate all of the displaced residents within the City or project area. Nonetheless, the City will continue to meet with Owl Mobile Home park tenants and representatives to discuss housing options and measures to mitigate displacement impacts. Additionally, there are potential housing resources and programs in the City of Oxnard that may be available to and could benefit the displaced residents. These resources are summarized below.

- Section 8 Housing Vouchers – There is a turnover of approximately 18 to 20 Section 8 certificates every month. Owl Mobile Home Park residents could receive a preference for any available certificates because of their displacement by government action.
- Housing Authority Public Housing Units – There is a turnover of approximately 8 to 12 units every month of various bedroom sizes. Owl Mobile Home Park residents could receive a preference for any available apartments because of their displacement by government action.
- Non-Profit Managed Units – There are several affordable projects to be built by non-profit housing developers within the next 24 months. These units would not be available prior to December 2002. However, the City could write into the agreement with the developers a provision that families previously displaced by government action would have preference if otherwise qualified. These projects are:
  - Mercy Housing, Robert and A Street, 72 units
  - Villa Cesar Chavez, 391 Hueneme Road, 52 units (farmworkers only)
  - Meta Street, 24 units (farmworkers only)
- Homebuyers Assistance – The City offers a \$5,000 matching grant for the purchase of new mobile homes by low-income families. The City could set aside a specific number of grants out of the City’s yearly allocation of \$100,000 for Owl Mobile Home Park families that want to take advantage of this program.

There are also several affordable for sale projects that are in the planning stage. The City could request the developers provide a preference for Owl Mobile Home Park residents, if they are otherwise eligible. These projects would not be available prior to December 2002.

- Boys and Girls Club, 26 units
- Stroube Street, 22 units

These resources would be in addition to the relocation assistance and payments that would be provided in accordance with the provisions of the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (please see the IS/EA and Draft Relocation Impact Report for a summary of relocation benefits under the Uniform Act). Also, see the response to Comment B2-4 for a discussion of potential relocation benefits under the Uniform Act.

***Response to Comment D-8***

Please see the response to Comment D-7 above.

***Response to Comment D-9***

Please see the response to Comment B2-4 for a discussion of relocation benefits under federal law and Last Resort Housing Payments.

***Response to Comment D-10***

Please see the response to Comment D-7 above.

***Response to Comment D-11***

Please see the response to Comment D-7 above.

***Response to Comment D-12***

Please see the response to Comment B2-8.

***Response to Comment D-13***

Please see the responses to Comments B2-2, B2-4, B2-8, and B2-9.

***Response to Comment D-14***

Please see the response to Comment B2-8.

***Response to Comment D-15***

Please see the response to Comment B2-8.

***Response to Comment D-16***

Please see the response to Comment D-7 above.

***Response to Comment D-17***

Please see the response to Comment D-7 above.

***Response to Comment D-18***

Please see the responses to Comments D-6 and D-7 above.

***Response to Comment D-19***

Please see the response to Comment D-7 above.

***Response to Comment D-20***

The proposed project would not generate additional traffic. Rather, the proposed project would accommodate existing and anticipated increases in traffic and would improve traffic circulation, reduce congestion, and enhance safety by bringing the interchange into compliance with current Caltrans standards.

***Response to Comment D-21***

Comment noted. Also, please see the response to Comment D-20 above.

***Response to Comment D-22***

The design goal of freeway drainage system is to keep the natural or existing flow patterns passing through the state's right-of-way. During the design phase of the project, existing drainage systems will be analyzed for capacity. If the existing system cannot handle the runoff volumes of the proposed improvements, new drainage systems will be constructed.

***Response to Comment D-23***

Please see the response to Comment B1-1.

***Response to Comment D-24***

The proposed interchange improvements would not adversely affect drainage on properties located outside of the proposed right of way. Additionally, it is not within the scope of the project to correct any existing drainage problems on properties outside of the proposed right of way.

Also, see the response to Comment A7-1.

***Response to Comment D-25***

Please see the response to Comments B1-4 and B9-1.

***Response to Comment D-26***

Comment noted. Also, please see the response to Comment D-7.

***Response to Comment D-27***

Please see the response to Comment B2-4 for a discussion of relocation benefits and payments that will be provided to eligible displaced persons under the federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act*.