

# Los Angeles Avenue Road Widening Moorpark Avenue to Spring Road

Ventura County, California  
District 7 – 07-*VEN-118*  
*KP 28.2/29.0 (PM 17.5-18.0)*  
*EA 24150K*

## Initial Study/Environmental Assessment



Prepared by the State of California Department of  
Transportation and the City of Moorpark

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

**DRAFT MITIGATED NEGATIVE DECLARATION (MND)**

Pursuant to: Division 13, California Public Resources Code

**Description:**

The California Department of Transportation (Caltrans) and the City of Moorpark (City) propose to widen Los Angeles Avenue (State Route 118) from a four lane to a six lane conventional highway from Moorpark Avenue to approximately 130 meters (426 feet) east of Spring Road in Moorpark, California. The total length of the project is 804 meters (0.5 mile). On the north side of Los Angeles Avenue, road widening would extend from Moorpark Avenue to Millard Street. On the south side of Los Angeles Avenue, road widening would begin at the address, 148 Los Angeles Avenue, to 130 meter (426 feet) east of Spring Road. In addition, the project would require installation of traffic signal at Millard Street and traffic signal modifications at Moorpark Avenue and Spring Road.

**Determination:**

An Initial Study (IS) has been prepared by the California Department of Transportation (Caltrans). On the basis of this study, it has been determined that the proposed project would not have a significant effect on the environment for the following reasons:

- The proposed project would not significantly impact any scenic resources, cultural resources, or habitat conservation plans.
- The proposed project would not significantly impact any sensitive plant or animal species, other wildlife, riparian habitat, or wetlands or agricultural land.
- The proposed project would not result in exposure to hazardous materials or seismic hazards. All necessary surveys will be performed to see if such hazardous material exist and all standard controls will be implemented for removal of such material
- The proposed project would not impact mineral or natural resources.
- The proposed project will promote improve regional air quality.
- The proposed project would not impact access to public services or recreational facilities.
- The proposed project will result in increased noise levels along its route. With the addition of soundwall, these effects will be reduced to acceptable levels.
- The proposed project would not impact transportation or traffic patterns, and would not impact utilities and services.

The proposed project would result in some environmental impacts; however, measures to minimize harm are included as part of the project that would reduce impacts to a level below significance. The project would improve the safety and operation of the existing Los Angeles Avenue (SR 118) and operation of the adjoining intersections.

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Ron Kosinski  
Deputy District Director, District 7  
Division of Environmental Planning  
California Department of Transportation  
District 7- Los Angeles

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Date

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SCH #2001101158  
District 7-07-VEN-118  
KP 28.2/29.0  
(PM 17.5-18.0)  
EA 24150K

Proposed Widening of Los Angeles Avenue from Moorpark Avenue to Spring Road, City of Moorpark,  
Ventura County, California

### Initial Study/Environmental Assessment

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
42 USC 4332 (2)(c) and 23 USC 327

The environmental review, consultation, and any other action required in accordance with applicable  
Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of  
responsibility pursuant to 23 U.S.C. 327.

CITY OF MOORPARK  
Community Development

THE STATE OF CALIFORNIA  
Department of Transportation

April 7, 2008  
Date of Approval

David A. Bobardt  
David A. Bobardt  
Community Development, Director  
City of Moorpark

April 15, 2008  
Date of Approval

Ron Kosinski  
Ron Kosinski  
Division of Environmental Planning  
Deputy District Director – District 7  
California Department of Transportation

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C	SUMMARY OF RELOCATION BENEFITS
D	MINIMIZATION AND/OR MITIGATION SUMMARY
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**LIST OF TECHNICAL STUDIES**

*Air Quality Technical Study, Los Angeles Avenue Roadway Widening, Moorpark, California.* Tetra Tech, Inc., February 2008

*Archaeological Study Report, State Route-118, Los Angeles Avenue Road Widening Project.* Archaeological Advisory Group and the Planning Corporation, May 2006

*Biological Assessment, Los Angeles Avenue Widening Project Spring Road to Moorpark Avenue,* Planning Corporation, January 2004

*Community Impact Assessment, Los Angeles Avenue Roadway Widening, Moorpark, California.* LSA Associates, September 2007

*Historic Property Survey Report,* Chattell Architecture, Planning & Preservation, Inc., February 2006

*Initial Site Assessment Update, Los Angeles Avenue Roadway Widening, Moorpark, California.* Tetra Tech, Inc., October 2006

*Noise Technical Study, Los Angeles Avenue Roadway Widening, Moorpark, California.* Acentech Inc., September 2007

*Storm Water Data Report,* Boyle Engineering Corp. October 2007

*Traffic Analysis,* Austin-Foust Associates, Inc. September 2007

*Tree Report,* The Oak Collaborative, October 2006

*Visual Resources Impact Assessment Los Angeles Avenue Road Widening Project (State Route 118),* Planning Corporation, November 2003

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## **CHAPTER 1.0 PROPOSED PROJECT**

### **1.1 INTRODUCTION**

The project site, illustrated in Figure 1, is located in the city of Moorpark, along Los Angeles Avenue (SR-118). The City is in the east-central portion of Ventura County, and west of Simi where State Route-118 (SR-118) and State Route 23 (SR-23) converge and overlaps with unincorporated areas in Ventura County. Los Angeles Avenue (SR-118), illustrated in Figure 2, is used as an arterial road, and is comprised of a diverse mixture of new condominium developments, new single-family residential developments, older single-family units, and vacant multi-family residential developments that are interspersed with commercial shopping centers, offices and retail uses.

### **1.2 EXISTING FACILITY**

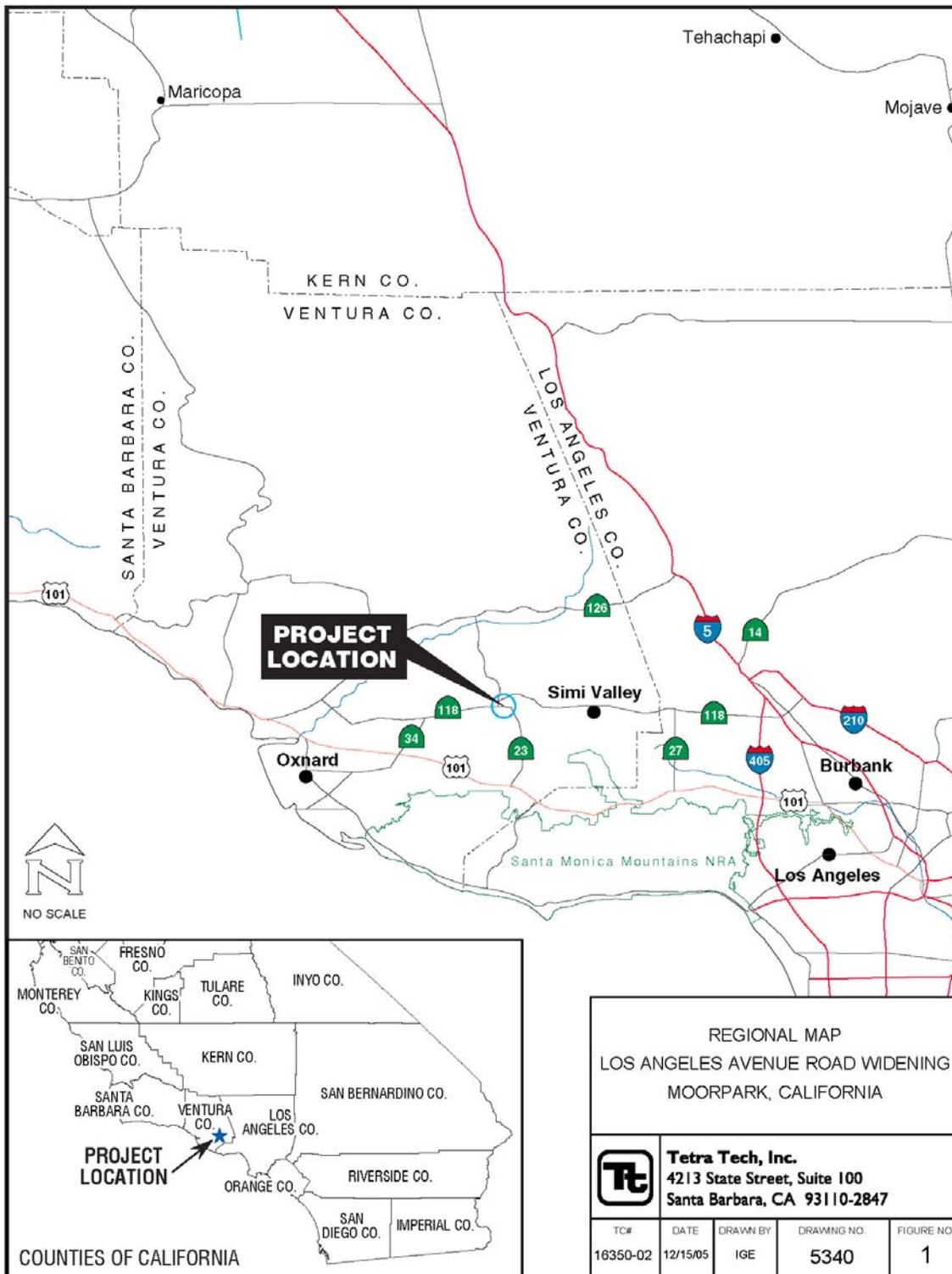
Los Angeles Avenue between Moorpark Avenue and Spring Road is a four-lane (mixed flow) conventional highway with 12 feet wide lanes, a 14 feet wide median, and the curb-to-curb width is 91 feet. Intersections are at grade and that provides regional east-west access to the City of Moorpark. As an arterial extension of the SR-118 freeway facility to the east, Los Angeles Avenue carries a higher than average level of truck traffic than typical arterial roadways within a community. The north side of Los Angeles Avenue, from Moorpark Avenue heading east, is bordered by homes, an elementary school, existing residential rear yards, a garden block wall, and parkway landscaping. Southern California Edison utility poles are in place along the north side of Los Angeles Avenue within the project boundary. Curb, gutter, and sidewalk bound both sides of the street except along the southern portions of the project boundary. Between Millard Street and Spring Road, the south side of Los Angeles Avenue is largely unimproved and bound by yards and driveways of existing homes.

Based on the current estimated project cost of \$1.9 million, forty-one and two-tenths percent (41.2%) will be funded through the Surface Transportation Program (STP) (Federal Grant) and fifty-eight and eight-tenths percent (58.8%) will be funded by the City of Moorpark. Per the City of Moorpark, the project is a constrained project within the 2006 Regional Transportation Improvement Program (RTIP) and funds are designated for the project. The 2006 TRIP prepared by the Southern California Association of Governments (SCAG) lists all transportation capital improvement projects proposed for the region over a 6-year period.

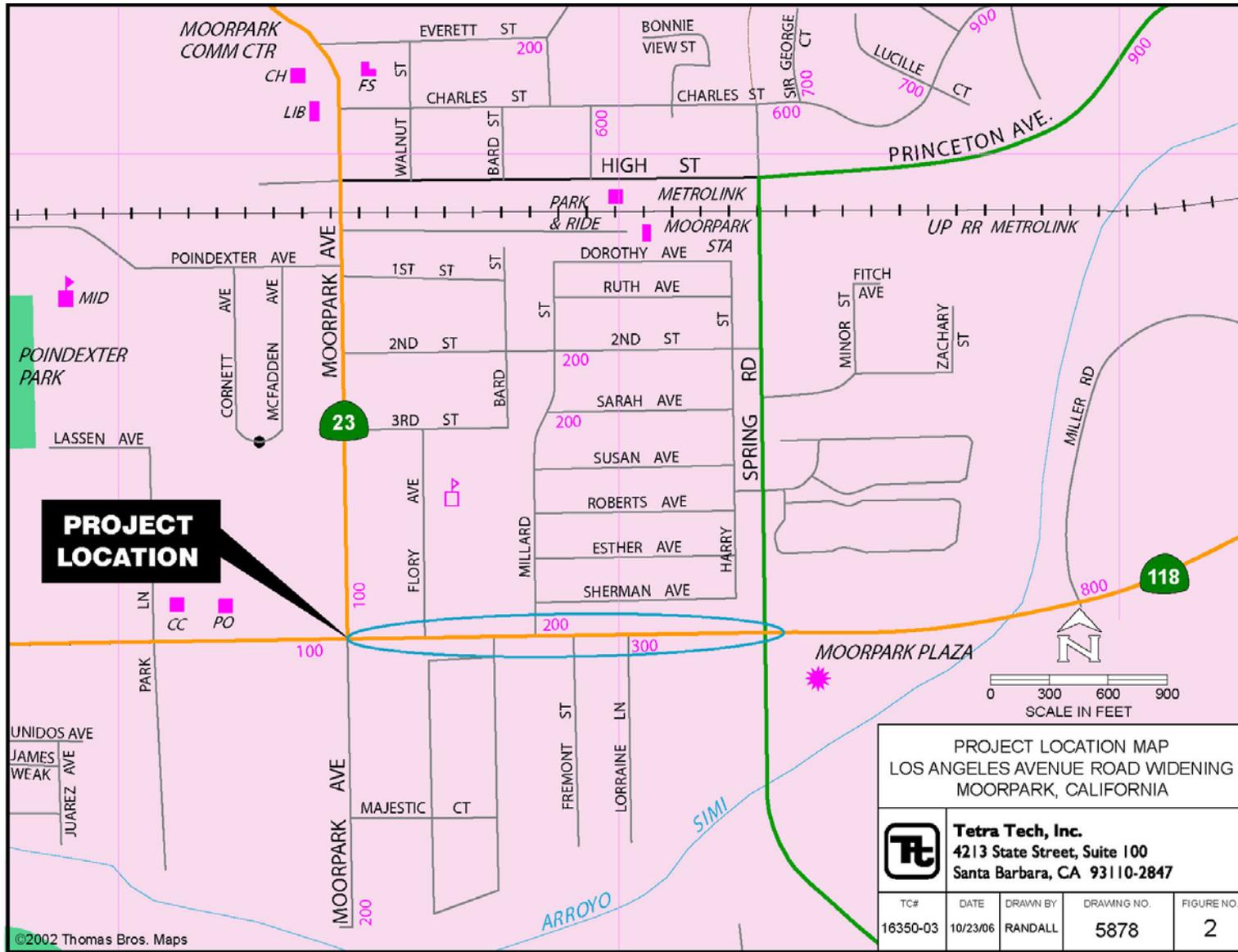
### **1.3 PROPOSED PROJECT**

The proposed project is to widen Los Angeles Avenue from Moorpark Avenue (426.5 feet) east of Spring Road. This section of Los Angeles Avenue would be converted from a four-lane (12 feet each) to a six-lane (12 feet each) conventional Highway with a (14 feet) median, along a 0.5 mile project limit. There will be installation of a traffic signal at the intersection of Millard Street, two emergency lanes, and park on both sides of the street. Safety features such as improved pavement sections; emergency lanes, painted median, sidewalks, curb ramps, pedestrian crossings, and storm drain construction are incorporated into the project design. In addition, the project would require relocating or replacing streetlights, manholes and landscaping, installation of a traffic signal at the intersection of Millard Street/Los Angeles Avenue, and there will be traffic signal relocations at the intersections of Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road.

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## 1.4 PURPOSE

The purpose of this project is to relieve existing and forecasted traffic congestion on the Los Angeles Avenue (SR-118) and Spring Road in the City of Moorpark. This project would provide congestion relief by improving traffic operations while enhancing safety by eliminating geometric deficiencies at this intersection. The completion of Los Angeles Avenue Road Widening project will also meet the City's goal of accommodating future improvements along Los Angeles Ave. The purpose of this project is:

- To improve safety, by eliminating existing weaving problems.
- To provide congestion relief in order to improve traffic flow on the regional transportation system.
- To improve movement of people, freight, goods and enhance the overall operation of the City of Moorpark along Los Angeles Avenue (SR-118).
- To help achieve the goals of the City of Moorpark 2030 Regional Transportation Plan.

## 1.5 NEED

### 1.5.1 Traffic Capacity

The configuration of the existing intersection of Los Angeles Avenue (SR-118)/Spring Road has insufficient capacity for existing and forecasted traffic. There will be various widening locations along Los Angeles Avenue (SR-118) between Moorpark Ave and Spring Road. Currently, along SR-118 between Moorpark Avenue and Spring Road is a four-lane highway that provides regional east-west access to the City of Moorpark. As an arterial extension of the freeway facility to the east, Los Angeles Avenue carries a higher than average level of truck traffic than typical arterial roadways within a community. Traffic analysis for the existing Los Angeles Avenue/Spring Road interchange was performed in September 2007. The existing traffic data was analyzed and the year 2012 was generated. Review of existing and 2012 future traffic demand forecasts developed the Year 2030 future traffic forecast data. Tables 1-3 show the existing and two future traffic volumes under the no build project alternative.

**Table 1**  
**Existing Average Daily Traffic Volumes**

<b>Location</b>	<b>AM Peak (veh/hr)</b>	<b>PM Peak (veh/hr)</b>
<b>West</b>		
Moorpark Ave	950	1,080
Spring St.	1,030	1,210
<b>East</b>		
Moorpark Ave	960	1,260
Spring St.	1,060	1,230

Notes: veh/hr – vehicles per hour

**Table 2  
Year 2012 Average Daily Traffic Volumes**

<b>Location</b>	<b>AM Peak (veh/hr)</b>	<b>PM Peak (veh/hr)</b>
<b>West</b>		
Moorpark Ave	1,670	1,900
Spring St.	2,270	2,070
<b>East</b>		
Moorpark Ave	1,620	2,230
Spring St.	1,830	2,400

**Notes:** veh/hr – vehicles per hour

**Table 3  
Year 2030 Average Daily Traffic Volumes**

<b>Location</b>	<b>AM Peak (veh/hr)</b>	<b>PM Peak (veh/hr)</b>
<b>West</b>		
Moorpark Ave	800	1,000
Spring St.	870	1,060
<b>East</b>		
Moorpark Ave	840	1,030
Spring St.	1,010	1,040

**Notes:** veh/hr – vehicles per hour

Table 4 summarizes the existing results of the level of service analysis under no build conditions. Under the existing conditions, the intersection of Moorpark and Los Angeles Avenue operates at LOS “D” during the AM and PM peak hours. The intersection of Spring Road and Los Angeles Avenue operates at LOS “C” during the AM Peak hours and LOS “D” during the PM peak hours, under the no build alternative.

Table 5 summarizes the Year 2012 level of service analysis under the no build alternative, compared to the existing conditions (from Table 4). The intersection of Moorpark and Los Angeles Avenue will operate at LOS “C” during the AM Peak hours and level of “D” for the PM peak hours. The intersection of Spring Road and Los Angeles Avenue will operate at LOS “E” during the AM and PM peak hours under the no build alternative.

Table 6 summarizes the Year 2030 level of service analysis projections under the no build alternative, compared to the existing conditions (from Table 4). The intersection of Moorpark and Los Angeles Avenue will operate at LOS “D” during the AM Peak hours and level of “F” for the PM peak hours. The intersection of Spring Road and Los Angeles Avenue will operate at LOS “F” during the AM and PM peak hours under the no build alternative. Table 7 shows the levels of service for intersection with traffic signals.

**Table 4**  
**Existing Level of Service**

Intersection	AM Peak	LOS	PM Peak	LOS
Moorpark & Los Angeles	38.7 sec.	D	40.2 sec.	D
Spring & Los Angeles	34.0 sec.	C	46.4 sec.	D

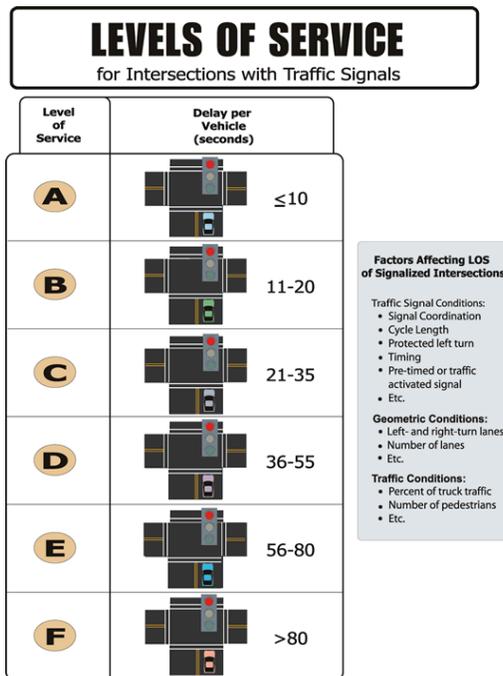
**Table 5**  
**Year 2012 Level of Service (No Build)**

Intersection	AM Peak	LOS	PM Peak	LOS
Moorpark & Los Angeles	33.4 sec.	C	44.3 sec.	D
Spring & Los Angeles	57.2 sec.	E	68.6 sec.	E

**Table 6**  
**Year 2030 Level of Service (No Build)**

Intersection	AM Peak	LOS	PM Peak	LOS
Moorpark & Los Angeles	48.0 sec.	D	64.3 sec.	F
Spring & Los Angeles	115.6 sec.	F	173.5 sec.	F

**Table 7**  
**Levels of Service for Intersections with Traffic Signals**



Source: 2000 HCM, Exhibit 16-2, Level of Service Criteria for Signalized Intersections

### **1.5.2 Geometric Deficiencies**

There is a need to accommodate safety enhancements at the SR-118/Spring Road interchange:

- SR-118 approaching on either side of the highway has 6 lanes that merge to 4 lanes. This creates vehicle weaving and a chocking point for congestion.
- SR-118 has insufficient capacity to accommodate high traffic volumes, resulting in congestion and delays that substantially affect local access and emergency access.
- SR-118 the Level of Service (LOS) at the intersections between Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road are forecast to operate deficiently under the no build alternative.
- SR-118 has unsafe pedestrian access; the proposed project will improve sidewalks, curb ramps and pedestrian crossings, and emergency shoulders.

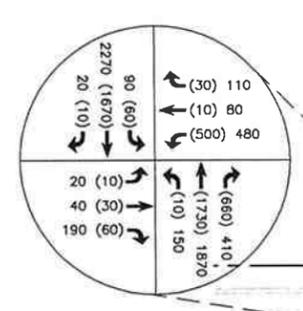
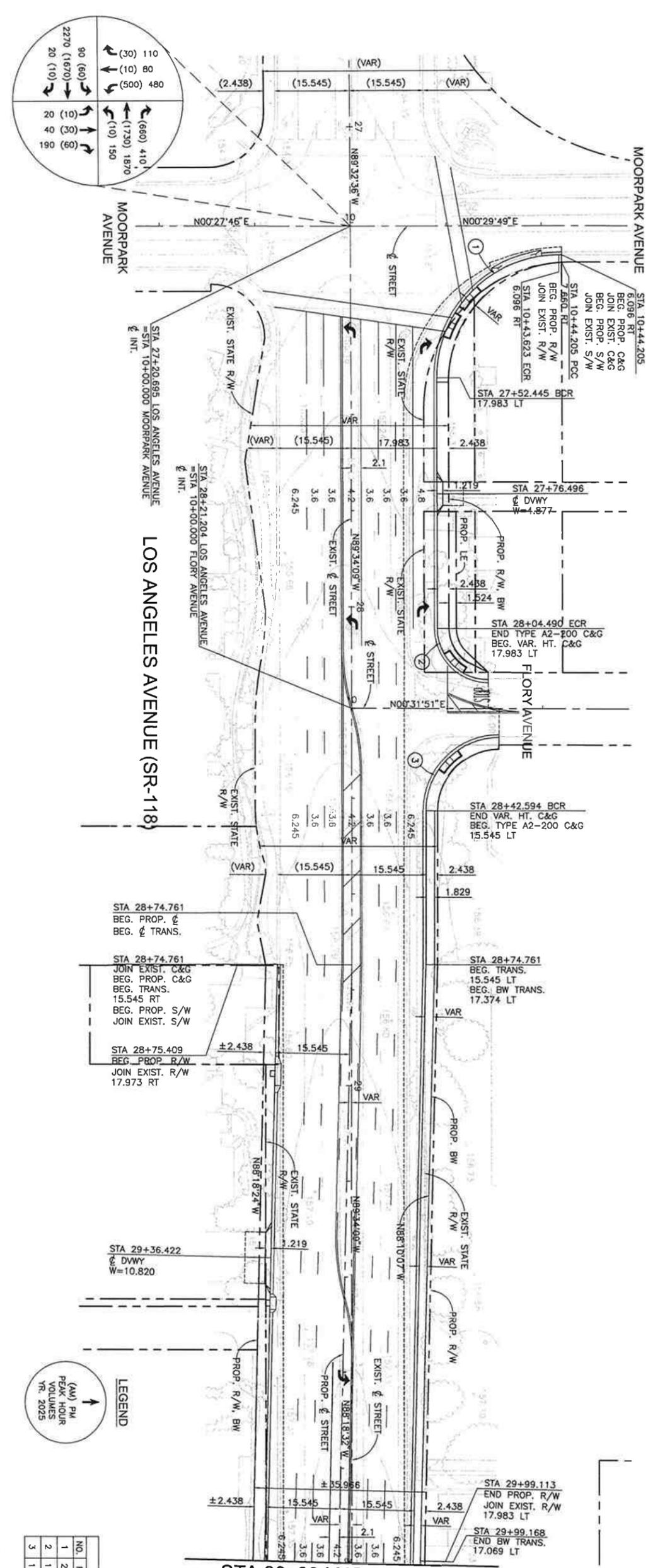
### **1.5.3 Analysis of Accident Data**

The Traffic Accident data for Los Angeles Avenue between Moorpark Avenue and Spring Road was obtained for 2002 through 2006. During this four-year period, a total of 95 accidents occurred along this stretch of road. The majority of accidents were rear-end accidents (80 percent), and 52 percent of accidents occurred within 50 feet of an intersection. Injury accidents comprised 28 percent of the total with no fatalities during the study period. The accident rate for this stretch of Los Angeles Avenue for the past four years is 1.47 accidents per million vehicle miles. This is lower than the typical accident rate for divided arterials for 1.7 accidents per million vehicle miles. The proposed project will reduce congestion along this stretch of roadway which will tend to reduce certain types of accidents, such as rear-end accidents.

## **1.6 PROJECT DESCRIPTION**

The proposed project is to widen Los Angeles Avenue from Moorpark Avenue to 130 meters (426.5 feet) east of Spring Road. This section of Los Angeles Avenue would be converted from a four-lane to a six-lane conventional highway with a median, two emergency lanes, and parkway on both sides of the street (Figures 3 through 5). Safety features such as improved pavement sections, emergency lanes, painted median, sidewalks, curb ramps, pedestrian crossings, and storm drain construction are incorporated into the project design. In addition, the project would require relocating or replacing streetlights, manholes, and landscaping; installation of a traffic signal at Millard Street, and modifications to traffic signals at the intersections of Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road.

The terrain along Los Angeles Avenue is generally flat, and the horizontal alignment is on a tangent, with the street being crowned at the centerline. The intersections at Moorpark Avenue and Spring Road are signalized and at grade. The north side of Los Angeles Avenue from Moorpark Avenue heading east is bordered by homes, an elementary school, existing residential rear yards, a high block wall, and parkway landscaping. Southern California Edison utility poles are in place along the north side of Los Angeles Avenue within the project boundary. Curb, gutter, and sidewalk bound both sides of the street except along the southern portions of the project boundary. Between Millard Street and Spring Road, the south side of Los Angeles Avenue is largely unimproved and bounded by yards and driveways of existing homes.



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

0 20 40 60 80

USERNAME => DGN FILE =>



REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

CITY OF MOORPARK  
799 MOORPARK AVENUE  
MOORPARK, CA 93021

BOYLE ENGINEERING CORPORATION  
5831 THILLE STREET, SUITE 201  
VENTURA, CA 93003



The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO	TOTAL SHEETS
07	Ven	118	28.170-28.973	5	10



NO.	RADIUS	DELTA	TANGENT	LENGTH
1	25.603m	90°03'58"	25.633m	40.247m
2	10.668m	89°54'01"	10.649m	16.739m
3	15.240m	90°06'00"	15.267m	23.966m



SOURCE: BOYLE ENGINEERING CORPORATION

**PROJECT FOOTPRINT MAP**

**LOS ANGELES AVENUE ROAD WIDENING**

**MOORPARK, CALIFORNIA**

**TF**

**Tetra Tech, Inc.**  
4213 State Street, Suite 100  
Santa Barbara, CA 93110-2847

16350-16.07

DATE 10/12/07

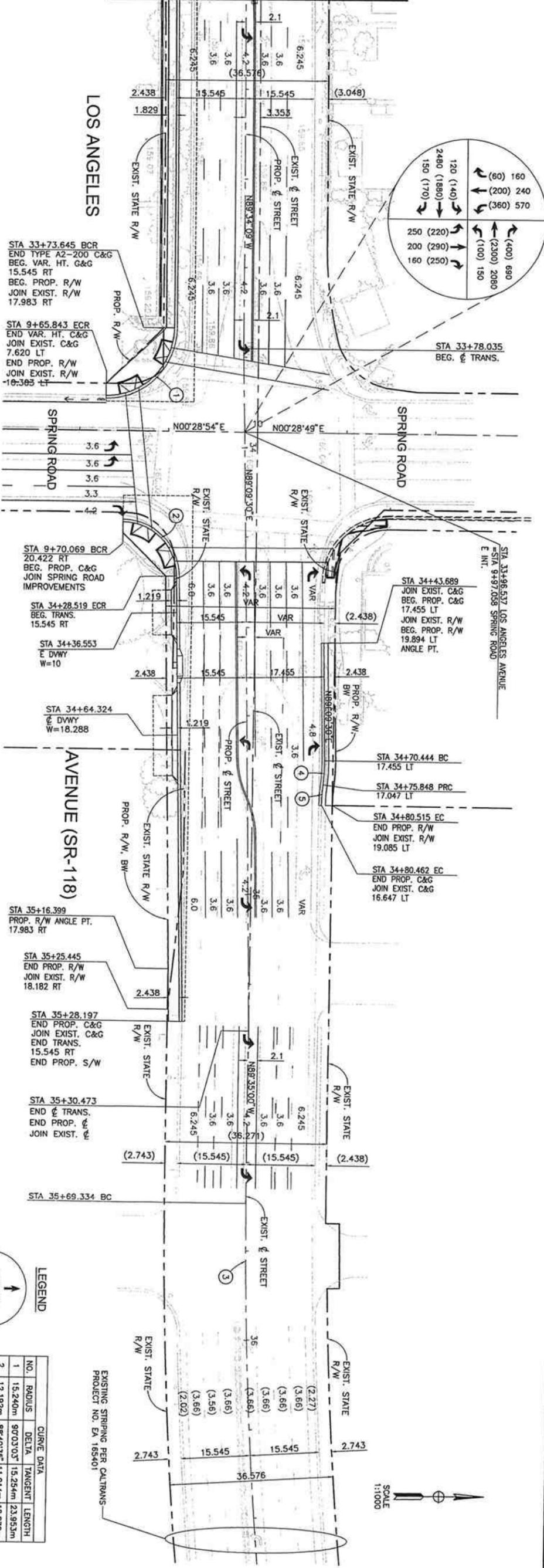
DRAWN BY RANDALL

DRAWING NO. 5911

FIGURE NO. 3



STA 33+00 MATCH LINE  
 SEE SHEET 6



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN  
 FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS  
 USERNAME => \_\_\_\_\_  
 DGN FILE => \_\_\_\_\_

**Tetra Tech**  
 4213 State Street, Suite 100  
 Santa Barbara, CA 93110-2847

**PROJECT FOOTPRINT MAP**  
 LOS ANGELES AVENUE ROAD WIDENING  
 MOORPARK, CALIFORNIA

SOURCE: BOYLE ENGINEERING CORPORATION

NO.	RADIUS	DELTA	TANGENT	LENGTH
1	15.240m	90°03'05"	15.254m	23.953m
2	12.192m	86°40'35"	11.914m	18.870m
3	914.400m	28°59'45"	233.603m	457.423m
4	35.966m	08°38'29"	2.717m	5.429m
5	35.966m	07°22'58"	2.320m	4.634m

EXISTING STRIPING PER CALTRANS  
 PROJECT NO. EA 165401

LEGEND:  
 (AM) →  
 (PM) ←  
 PEAK HOUR VOLUMES YR. 2025

TC#	DATE	DRAWN BY	DRAWING NO.	FIGURE NO.
16350-16-07	10/12/07	RANDALL	5913	5

LAST REVISION: 00-00-00  
 DWG: F:\MOORPRK\_CIT\15583.00\CAD\PlanSet\GAD\Layout-half.dwg  
 DATE: Oct 11, 2007 5:26pm  
 USER: Draines  
 XREFS: BORDER\_GAD  
 topo rdbase spring  
 LA-STRIP\_GAD TRAF-TOPO

**Calltrans**  
**etric**

DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
07	Ven	118	28.170-28.973	7	10

REGISTERED CIVIL ENGINEER: \_\_\_\_\_  
 PLANS APPROVAL DATE: \_\_\_\_\_  
 CITY OF MOORPARK  
 799 MOORPARK AVENUE  
 MOORPARK, CA 93021

BOYLE ENGINEERING CORPORATION  
 5851 THILLE STREET, SUITE 201  
 VENTURA, CA 93003

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REGISTERED PROFESSIONAL ENGINEER  
 MICHAEL IP  
 No. 43871  
 Exp. 03/31/07  
 STATE OF CALIFORNIA  
 CIVIL ENGINEER

**Figure 3**      **Project Footprint Map, Moorpark Avenue East**  
(11 x 17)

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**Figure 4**      **Project Footprint Map, Millard Street East**  
(11x17))

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**Figure 5      Project Footprint Map, Spring Road**  
(11x17)

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A major component of the project would involve additional ROW acquisition. Due to the high cost of ROW acquisitions along the project's length, street improvements would occur on either the north or south sides of Los Angeles Avenue where the cost is less and the relocation of public utilities would be minimized (Figures 6 and 7).

- On the north side of Los Angeles Avenue east of Spring Road, the project would be constrained by existing commercial development.
- On the north side of Los Angeles Avenue between Spring Road and Millard Street, the project would be constrained by substantial existing improvements including residential rear yards, a block wall, parkway landscaping, and utility poles. Within this segment, the required street widening (and ROW acquisition) would occur on the south side of the street.
- Between Millard Street and Flory Avenue, widening and ROW acquisition would occur on both sides of the street. The north side of this street segment is currently being built out to ultimate ROW specifications.
- Between Flory Avenue and Moorpark Avenue, widening and ROW acquisition would occur only on the north side of Los Angeles Avenue.

Chapter 2 of this document identifies each parcel by Assessor's Parcel Number (APN) and includes the total parcel and required areas.

The City would also be required to obtain a Caltrans encroachment permit. The project's ROW acquisition would not require approval of a General Plan Amendment or a Zone Change because the City's General Plan Circulation Element identifies Los Angeles Avenue as a six-lane arterial with a typical ROW width including six 3.66-meter (12-foot) travel lanes, a 4.27-meter (14-foot) painted median, two 2.44-meter (8-foot) emergency lanes, and 2.44-meter (8-foot) parkways on both sides of the street.

## **1.7 ALTERNATIVES**

Alternatives for the proposed project are the Proposed Build Alternative and No-Build Alternative. These alternatives are described below.

### **1.7.1 Alternative 1 Ultimate Build Out (Proposed Build Alternative)**

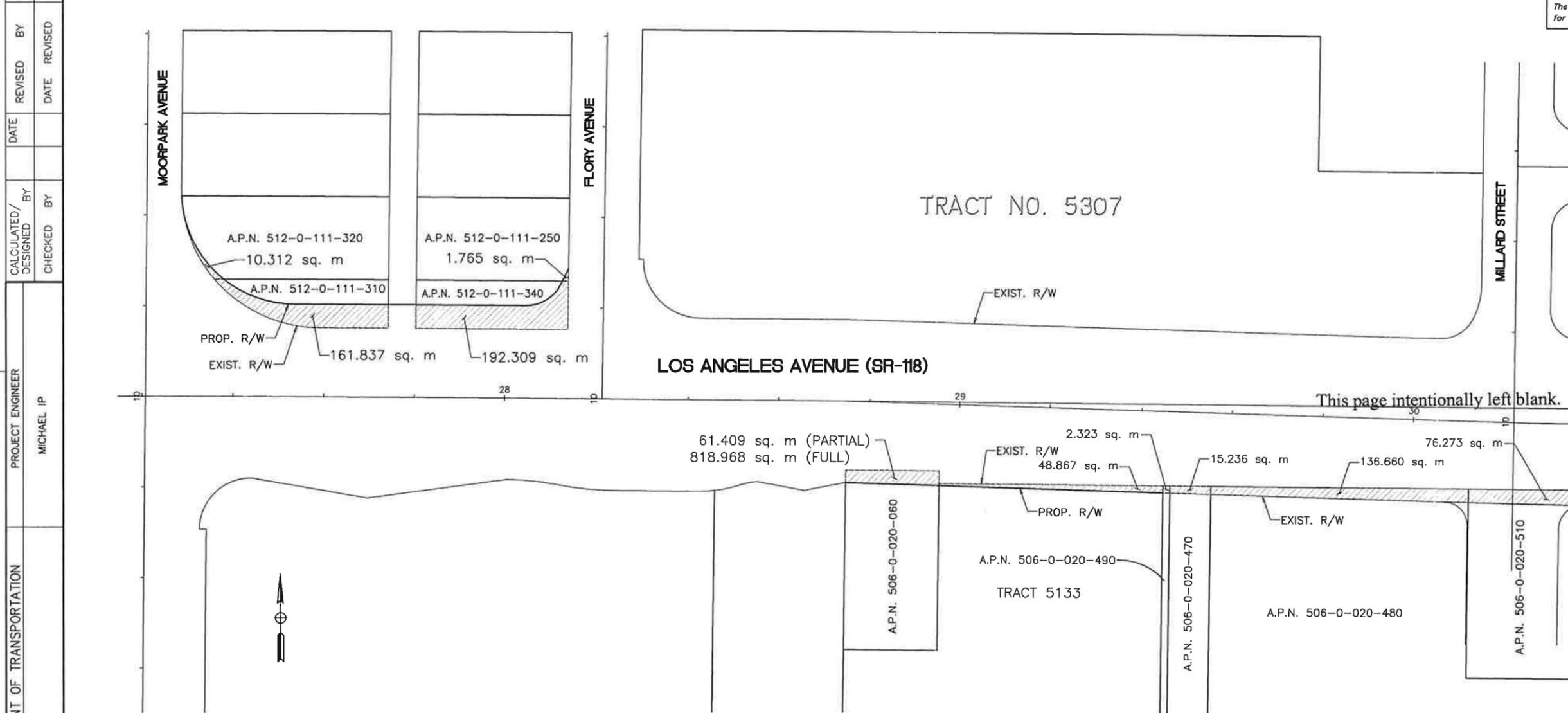
The proposed project would be to widen Los Angeles Avenue between Moorpark Avenue and Spring Road from a four-lane to a six-lane conventional highway. The estimated project cost is \$1,934,793.00. The proposed improvements would widen Los Angeles Avenue to its ultimate half-street design width of 18 meters (59 feet). Additional widening would occur on the north side of Los Angeles Avenue between Moorpark Avenue and Flory Avenue, to include an additional 1.83 meters (6 feet) for a dedicated right-turn lane for westbound traffic at the Los Angeles Avenue/Moorpark Avenue intersection. The existing centerline of Los Angeles Avenue would shift 3.35 meters (11 feet) to the south. This shift would begin approximately 54 meters (177.2 feet) east of Flory Avenue and would rejoin the existing street centerline approximately 134 meters (439.6 feet) east of Spring Road. This centerline shift would allow the north and south sides of Los Angeles Avenue within the project limits to be at their ultimate half-street design widths without having to reconstruct a large portion of the north side of Los Angeles Avenue (see Figures 3 through 5).

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TETRA TECH, INC.



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	118	28.170-28.973	1	2
REGISTERED CIVIL ENGINEER					
PLANS APPROVAL DATE					
CITY OF MOORPARK 799 MOORPARK AVENUE MOORPARK, CA 93021					
BOYLE ENGINEERING CORPORATION 5851 THILLE STREET, #201 VENTURA, CA 93003					
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STA 30+35.891 MATCH LINE  
SEE SHEET 2

LEGEND

RIGHT-OF-WAY ACQUISITION

FIGURE 6

R/W MAP NO. \_\_\_\_\_

GRANTOR NOTES	NOTES
	COORDINATES AND BEARINGS ARE ON CCS NAD83, ZONE 5. DISTANCES AND STATIONING ARE GROUND DISTANCES. MULTIPLY BY 0.99995605 TO OBTAIN GRID DISTANCES. TO CONVERT METERS TO U.S. SURVEY FEET, MULTIPLY DISTANCES BY 3.28083989501.
	SUPPLEMENTARY INFORMATION MAY BE OBTAINED AT THE DISTRICT OFFICE FROM THE RIGHT-OF-WAY ENGINEERING OR SURVEYS BRANCH.
	<b>BASIS OF BEARINGS</b>
	THE BASIS OF BEARINGS IS THE CALIFORNIA COORDINATE SYSTEM ZONE 5 AND IS BASED ON A LINE BETWEEN CA DIV OF HWYS 2nd ORDER STATION "HITCH NO 2 1975" AND CO. OF VENTURA 2nd ORDER STATION "F 1134 1961, I.E. NORTH 44°34'57" EAST.

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT-OF-WAY**

**RIGHT-OF-WAY EXHIBIT MAP**

0 10 20 40 60  
SCALE IN METERS

Los Angeles Avenue Road Widening  
Initial Study/Environmental Assessment

SCALE: 1:500

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER	MICHAEL IP
Calltrans	CALCULATED/DESIGNED BY	CHECKED BY
	DATE	REVISOR
	DATE	REVISOR

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

FOR REDUCED PLANS ORIGINAL SCALE IS IN MILLIMETERS

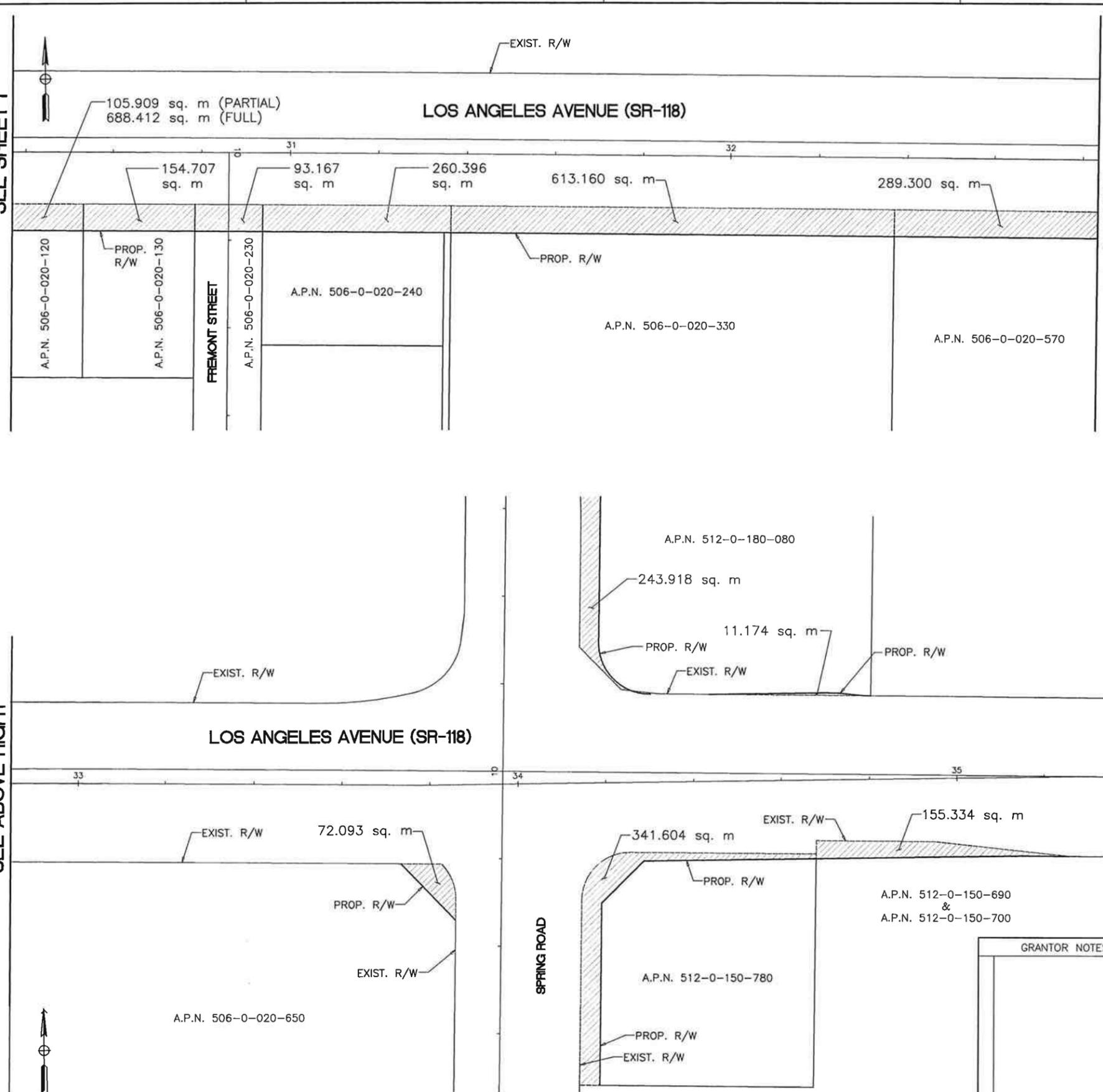
R/WL\_BDR  
 USER: drabak  
 LAYOUT: fdbbak\_spring  
 DWG: F:\MOORPARK\_CIT\150613.00\CAU\_Vital\_Vow.dwg  
 DATE: Feb 09, 2007 9:53am  
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 00-00-00

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**Caltrans**  
 PROJECT ENGINEER: MICHAEL IP  
 CALCULATED/DESIGNED BY: [ ]  
 CHECKED BY: [ ]  
 DATE: [ ]  
 REVISED DATE: [ ]  
 BY: [ ]  
 REVISION: [ ]

STA 30+35.891 MATCH LINE  
 SEE SHEET 1

STA 32+84.516 MATCH LINE  
 SEE ABOVE RIGHT

STA 32+84.516 MATCH LINE  
 SEE BELOW LEFT



DIST	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
07	Ven	118	28.170-28.973	2	2

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

CITY OF MOORPARK  
 799 MOORPARK AVENUE  
 MOORPARK, CA 93021

BOYLE ENGINEERING CORPORATION  
 5851 THILLE STREET, #201  
 VENTURA, CA 93003

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**LEGEND**  
 RIGHT-OF-WAY ACQUISITION

FIGURE 7

R/W MAP NO. \_\_\_\_\_

**GRANTOR NOTES**

**NOTES**  
 COORDINATES AND BEARINGS ARE ON CCS NAD83, ZONE 5. DISTANCES AND STATIONING ARE GROUND DISTANCES. MULTIPLY BY 0.99999805 TO OBTAIN GRID DISTANCES. TO CONVERT METERS TO U.S. SURVEY FEET, MULTIPLY DISTANCES BY 3.28083989501.

SUPPLEMENTARY INFORMATION MAY BE OBTAINED AT THE DISTRICT OFFICE FROM THE RIGHT-OF-WAY ENGINEERING OR SURVEYS BRANCH.

**BASIS OF BEARINGS**  
 THE BASIS OF BEARINGS IS THE CALIFORNIA COORDINATE SYSTEM ZONE 5 AND IS BASED ON A LINE BETWEEN CA DIV OF HWYS 2nd ORDER STATION "HITCH NO 2 1975" AND CO. OF VENTURA 2nd ORDER STATION "F 1134 1961, I.E. NORTH 44°34'57" EAST.

STATE OF CALIFORNIA  
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
 DEPARTMENT OF TRANSPORTATION

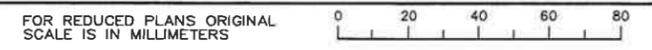
**RIGHT-OF-WAY**

**RIGHT-OF-WAY EXHIBIT MAP**

0 10 20 40 60  
 SCALE IN METERS

SCALE: 1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN



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 DGN FILE ==>

CU  
 EA 24150K

USER: drcines  
 TOPO: rdbase\_spring  
 ROW\_BOR: [ ]  
 LAST REVISION: 00-00-00

**Figure 6**      **Right-of-Way Exhibit Map, Moorpark Avenue**  
(11x17)

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**Figure 7      Right-of-Way Exhibit Map, Spring Road**  
(11x17)

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Much of existing pavement would remain during project construction. The proposed top of curb profile would be established by extending the existing slope to the ultimate street width. Ultimate street widths would be established by saw-cutting existing pavement and constructing curb and gutter at the ultimate widths. Sidewalk would be constructed adjacent to the curb; curb ramps and pedestrian crossings would be constructed at each street intersection within the project limits.

Existing features such as street lights, traffic signal poles, drainage structures, manholes, valves, and meters would be relocated, replaced, or modified as needed. A new traffic signal would be installed at Los Angeles Avenue/Millard Street, and existing traffic signals would be improved to alleviate deficiencies at two intersections: Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road.

**1.7.2 Alternative 2 No-Build Alternative**

The existing Los Angeles Avenue (SR 118) alignment is the main thoroughfare through downtown Moorpark and carries a significant volume of truck traffic. The No-Build Alternative would result in the continued operation of Los Angeles Avenue in its current configuration. It would avoid the potential environmental impacts and ROW impacts associated with the Proposed Build Alternative. Except for normal maintenance, there would be no substantial improvements made to this segment of Los Angeles Avenue. The primary deficiency of the existing section of Los Angeles Avenue, specifically within the project limits, is insufficient capacity due to high traffic volumes, resulting in congestion and delays that substantially affect local access. The No-Build Alternative would not meet the proposed project’s objectives.

**1.8 PERMITS AND APPROVALS NEEDED**

The following permits, reviews, and approvals would be required for project construction:

<b>Agency</b>	<b>Permits</b>	<b>Status</b>
Caltrans	Encroachment Permit	To be acquired
State Water Quality Control Board and Los Angeles Regional Water Quality Control Board	National Pollutant Discharge Elimination System (NPDES) Permits: NPDES General Permit for Storm Water Discharges from Construction Activities Order 99-08-DWQ/CAS00002 (General Construction Permit)	The City is a co-permittee for the NPDES Municipal Storm Water Permit (NPDES No. CAS004002)
	NPDES General Permit for Storm Water Discharges from Caltrans Order No. 99-06-DWQ/CAS000003 (Caltrans Permit)	To be acquired
Caltrans	Transportation Management Plan	To be developed

<b>Agency</b>	<b>Permits</b>	<b>Status</b>
City of Moorpark	Acquisition of additional ROW will comply with standards set by the Caltrans Relocation Assistance Program and Federal Uniform Relocation Assistance and Property Acquisition Policies Act of 1970	Acquisition of right-of-way is estimated to take 1 year.
	Tree Survey and Report	Completed
County of Ventura	Approval per the Storm Water Management Program (SWMP) and associated Storm Water Quality Urban Impact Mitigation Plan (SQUIMP)	To be completed

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## CHAPTER 2.0    **AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND AVOIDANCE, MINIMIZATION &/OR MITIGATION MEASURES**

This section describes the potential impacts that would occur from the Proposed Build Alternative relative to the following resource areas: land use, growth, community impacts, utilities/emergency services, traffic and transportation/pedestrian, visual/aesthetics, cultural resources, hydrology and floodplain, water quality and storm water runoff, geology/soils/seismic/topography, hazardous waste/materials, air quality, noise, and biological resources. Potential impacts from implementing the Proposed Build Alternative are addressed. There would be no potential environmental impacts resulting from the No-Build Alternative.

Several Technical Studies were prepared as part of this Mitigated Negative Declaration (MND):

- *Air Quality Technical Study.* Tetra Tech, Inc. (Tetra Tech), February 2008
- *Archaeological Study Report.* Archaeological Advisory Group and the Planning Corporation, May 2006
- *Biological Assessment.* Planning Corporation, January 2004
- *Community Impact Assessment.* LSA Associates, Inc. (LSA), September 2007
- *Historic Property Survey Report.* Chattell Architecture, Planning & Preservation, Inc., February 2006
- *Initial Site Assessment Update.* Tetra Tech, October 2006
- *Noise Technical Study.* Acentech Inc. (Acentech), September 2007
- *Storm Water Data Report.* Boyle Engineering, October 2007
- *Traffic Analysis.* Austin-Foust Associates, Inc. (Austin-Foust), September 2007
- *Tree Report.* The Oak Collaborative, October 2006
- *Visual Resources Impact Assessment.* Planning Corporation, November 2003

Completion of the California Environmental Quality Act (CEQA) Environmental Checklist (Appendix A) indicated there would be no project impacts on farmlands/ timberlands, mineral resources, or paleontological resources. Consequently, there is no further discussion regarding these issues in this document.

- Farmlands/Timberlands: This section of Los Angeles Avenue is in a highly urbanized area, and no farmlands/timberlands are present.
- Mineral Resources: This section of Los Angeles Avenue is in a highly urbanized area, and no known valuable mineral resources are present.

- Paleontological Resources: An *Archaeological Study Report* prepared for this project identified no paleontological resources within the project site during the site survey (Archaeological Advisory Group 2006). The project would require excavating severely compacted soils to establish a road base for the additional travel lanes. The shallow nature of the proposed excavation significantly reduces the probability of encountering paleontological resources.

## **2.1 HUMAN ENVIRONMENT**

### **2.1.1 Land Use**

The following items are discussed under land use: existing and future land use, consistency with state, regional, and local plans; and parks and recreation. Much of the information for this section has been summarized from the *Community Impact Assessment* (LSA 2007) prepared for this project.

#### **2.1.1.1 Existing and Future Land Use**

##### ***Affected Environment***

Site surveys within the project area indicate existing land use patterns comprise a diverse mixture of apartments, new condominium developments, new single-family residential developments, older single-family units, and vacant multifamily residential development interspersed with commercial shopping centers, offices, and retail uses. The diversity of land uses is indicative of recent development pressure, as evidenced by new commercial and residential properties mixed in with older land uses along a peripheral arterial road.

Business activity between Spring Road and Millard Street consists of an office and retail center, the Gateway Plaza commercial center located on the southwest corner, and a hair and nail salon in an adjacent building to the west. Businesses in the Gateway Plaza commercial center are varied and consist of realty, veterinary, and math tutor offices; a restaurant; a cafe; and a mortgage company. Additional business establishments that are part of the complex are located on the southeast side of the building facing Spring Road. The Gateway Plaza commercial center is well maintained and appears to serve a broad demographic. Vehicular access is provided from both Los Angeles Avenue and Spring Road. Pedestrian access also exists along Los Angeles Avenue. Businesses between Flory Avenue and Moorpark Avenue consist of a restaurant and a tarot card reading service; both are located within a single building.

Future land use outside the project limits but within close proximity 804 meters (0.5 mile) of the project area includes a mix of shopping centers, residences, and office buildings (Table 8; City of Moorpark 2006a).

**Table 8  
Future Residential and Commercial Projects Within the Project Area**

<b>Applicant Developer</b>	<b>Project Description</b>	<b>Location</b>
Nearon Enterprises, LLC	Shopping Center	Southwest corner of New Los Angeles Avenue and Miller Parkway
Grand Moorpark The Renaissance Center	Medical Office Building Office Building	601-699 W. Los Angeles Avenue 145 Park Lane

**Table 8 (Continued)**  
**Future Residential and Commercial Projects Within the Project Area**

<b>Applicant Developer</b>	<b>Project Description</b>	<b>Location</b>
Kylexa Enterprises, LLC	Shopping Center	South side of Los Angeles Avenue, east of Park Lane
Tuscany Square Partners, LLC C/O Greenway Development, Inc.	Shopping Center	South side of Los Angeles Avenue, west of Moorpark Avenue
Shea Homes	77 Detached and Duplex Condominiums	South of Los Angeles Avenue at Millard Street
Shea Homes	102 Detached and Duplex Condominiums	South of Los Angeles Avenue between Spring Road and Fremont Street

### ***Impacts***

The proposed project would not physically divide any established community. The existing Los Angeles Avenue alignment is a natural separation between the northern and southern portions of the City.

The proposed project may impact the property values of the businesses located in the project area. The potential change in commercial property values would result from changes in several factors including access, circulation, and visibility that would occur after project implementation. The proposed project is anticipated to improve access and traffic circulation within the project area. As such, property values in the project area may experience a modest increase. Property values for the remainder of the project area (not directly impacted by full or partial acquisitions) are not anticipated to change with implementation of the proposed improvements.

Construction activity would have some impact on vehicular and pedestrian access to businesses along Los Angeles Avenue, specifically the restaurant on the northeast corner of Los Angeles Avenue and Moorpark Avenue, the Gateway Plaza commercial center on the southwest corner of Los Angeles Avenue and Spring Road, and the gas station/commercial center on the southeast corner of Los Angeles Avenue and Spring Road. The construction would result in temporary disruptions to parking and access. Temporary impacts on parking area access would occur due to the reconstruction of a driveway apron at Gateway Plaza; however, all parking would remain available on-site during the construction period.

Construction activity would temporarily impair pedestrian access to businesses along Los Angeles Avenue. Such impacts are the result of sidewalk closures on the south side of Los Angeles Avenue between Spring Road and Millard Street, on both sides of the street between Spring Road and Millard Street, and on the north side of the street between Flory Avenue and Moorpark Avenue.

Before starting construction activities, the City shall obtain Caltrans's approval of the conceptual design and subsequent Caltrans encroachment permit for the project. The project design consultant shall prepare legal descriptions of all parcels, or portions, thereof, proposed for acquisition. The City shall retain the services of a consultant to assist in the acquisition of ROW request for project completion.

The partial and full property acquisitions directly adjacent to this roadway are not considered significant as long as measures to minimize harm described in 2.1.3.2 are adhered to by the City. The majority of these parcels do not contain any structures:

- **North side of Los Angeles Avenue.** Between Flory Avenue and Moorpark Avenue, partial acquisitions would impact the sidewalk and remove approximately eight parking spaces that serve a local restaurant and tarot card reading service, a side lot wall, an accessory structure, and landscaping belonging to the residence at 41 Flory Avenue.
- **South side of Los Angeles Avenue.** Between Millard Street and Flory Avenue, full property acquisition would remove one residence at 148 East Los Angeles Avenue (APN 506-020-060), and partial property acquisitions would impact the sidewalk and landscaping features. The property at 148 East Los Angeles Avenue is not currently compliant with the City's setback requirements. Between Millard Street and Fremont Street, a potential full property acquisition would remove one residence at 240 East Los Angeles Avenue (APN 506-0-020-120). East and west of Spring Road, partial property acquisition would impact existing streetscape landscaping.
- **West side of Spring Road at Los Angeles Avenue.** Partial property acquisition would require the removal of existing streetscape landscaping and an existing water fountain within the Gateway Plaza commercial center.

#### ***Avoidance, Minimization and/or Mitigation Measures***

The City will ensure that access to all commercial properties is maintained during construction and after project implementation. The City will replace all sidewalks and streetscape infrastructure as part of the construction of the Proposed Build Alternative.

#### **2.1.1.2 Consistency with State, Regional, and Local Plans**

##### ***Affected Environment***

**City of Moorpark General Plan.** The City's General Plan was reviewed in order to understand the development trends, land use-related goals, and specific policies of the local jurisdictions that could be affected by the proposed project. Please refer to the *Community Impact Assessment* (LSA 2007) for more detailed discussion. Relevant land use-related goals and policies stipulated in the General Plan are summarized below:

- **Land Use Goal 1:** Attain a balanced City growth pattern which includes a full mix of land uses. The Land Use Element anticipates significant growth in the City.
- **Circulation Goal 1:** Provide a transportation system that supports the land use plan in the General Plan and provides for the safe and efficient movement of people, goods, and services within, into, out of, and through the City of Moorpark.

No applicable habitat conservation plans or natural communities plan governs the project area.

**Regional Transportation Plan.** The 2004 Regional Transportation Plan (RTP), which was found to conform by SCAG on April 1, 2004, describes the project as "New Los Angeles Ave Spring St to Rt 23

(Moorpark Ave) widen from 4 to 6 lanes.” The project is fully funded and is listed in the 2004 RTP (Technical Appendix I–Project Lists, page I-88). The Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) issued a federal conformity determination for the 2004 RTP on June 7, 2004. The design and scope of the proposed project are consistent with the 2004 RTP.

**Regional Transportation Improvement Plan.** The project is also included in the SCAG financially constrained 2006 RTIP (Project Listings–Volume 3 of 3 State Highway Listing, page 26). The SCAG 2006 RTIP was found to conform by FHWA and FTA on October 2, 2006. The design concept and scope of the proposed project are consistent with the project description in the 2006 RTIP and the assumptions in the SCAG regional emissions analysis.

### ***Impacts***

The proposed road widening would be consistent with the goals and policies of the City’s General Plan Circulation Element (Austin-Foust 1992), which emphasizes the need for a circulation system capable of accommodating the existing developments along with the amount of growth expected to occur. These improvements are deemed necessary in order to facilitate traffic flow and emergency access within the City’s circulation system. All of the area identified for ROW acquisition under the Proposed Build Alternative is within the ultimate ROW exhibits included in the City’s Circulation Element (Austin-Foust 1992).

### ***Avoidance, Minimization and/or Mitigation Measures***

No avoidance, minimization and/or mitigation measures are required for consistency with state, regional, and local plans.

#### **2.1.1.3 Parks and Recreation**

### ***Affected Environment***

There are five parks located within a 1.61 kilometer (km) (1 mile) radius of the project site. They are Poindexter Park, Glenwood Park, Mountain Meadow Park, Arroyo Vista Community Park, and Peach Hill Park. Poindexter Park is the closest park to the project area, located approximately 1,000 meters (3,280 feet) north of Los Angeles Avenue and 304.8 meters (1,000 feet) west of Moorpark Avenue. Arroyo Vista Community Park is the largest of the five, which indicates it may serve a greater area.

### ***Impacts***

The proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

### ***Avoidance, Minimization and/or Mitigation Measures***

No avoidance, minimization and/or mitigation measures are required for parks and recreation.

## **2.1.2 Growth**

### **2.1.2.1 Regulatory Setting**

The CEQA requires analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

Growth inducement is defined as the relationship between the proposed project and growth within the project area. New employees from commercial and industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have the secondary effect of expanding the size of the local markets and inducing additional economic activity in the area. A project could indirectly induce growth by reducing or removing barriers to growth, thereby acting as a catalyst for future unrelated growth in the area.

### **2.1.2.2 Affected Environment**

As discussed under Land Use (2.1.1) the project area is undergoing planned development with construction of shopping centers, office buildings, and residences. This growth and development has been planned for in the City's General Plan. As a result of the increased growth and increased traffic, traffic mobility and congestion along Los Angeles Avenue between Moorpark Avenue and Spring Road has resulted in substantial traffic delays and congestion.

### **2.1.2.3 Impacts**

The widening of Los Angeles Avenue from four lanes to six lanes may indirectly create growth opportunities along Los Angeles Avenue in the City and in immediately surrounding areas. Improved circulation along this corridor may reduce the cost of development by reducing the cost of necessary frontage improvements typically required by developers during the processing of a commercial or residential application.

The proposed road improvements would have beneficial impacts on existing traffic deficiencies and would facilitate movement of increased traffic resulting from planned growth in the project area. The proposed project would provide local and regional traffic congestion relief by facilitating the flow of existing automobile and truck traffic, and accommodating planned growth. It would facilitate the flow of goods and services throughout the project area. Additionally, the project would enhance safety by improving pedestrian access, bicycle facilities within the project limits, and emergency vehicle access through improved operations and reduced vehicle delays.

The project would not open up undeveloped areas to new development. Although the project would not foster population growth, it could result in incremental economic growth in the area as it would contribute to the overall economic success of the adjacent commercial areas. The inducement of incremental economic growth in the area as a result of the proposed road improvements would therefore be a beneficial impact. No new water or sewer infrastructure would be needed as part of the proposed project. Project implementation would not be an obstacle to growth.

### **2.1.2.4 Avoidance, Minimization and/or Mitigation Measures**

No avoidance, minimization and/or mitigation measures are required for growth-inducing impacts.

### 2.1.3 Community Impacts

The community impacts section includes a discussion of community character and cohesion, relocations, and environmental justice.

#### 2.1.3.1 Community Character and Cohesion

##### *Regulatory Setting*

Under the CEQA, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

The information provided in this section is summarized from the *Community Impact Assessment* (LSA 2007). The study area for the *Community Impact Assessment* is defined by a single census tract, Census Tract 76.02.

##### *Affected Environment*

**Population.** According to SCAG projections, the population within the SCAG region is expected to grow to 22.89 million by 2030, an increase of 6.26 million from 2000. By 2030, Ventura County is projected to add 237,000 people (an increase of 31 percent from the 2000 population of 753,197), less than 4 percent of the region's total increase.

The City was the fastest-growing city in Ventura County, with a 23 percent increase in population from 1990 to 2000 (U.S. Census Bureau 1990, 2000). The rate of growth is expected to stabilize, as SCAG projections estimate the City population to be 44,768 in 2030, a 42 percent increase from 2000 (31,274). The 2000 population of the census tract that comprises the study area was 8,329.

**Age and Special Needs Population.** Table 9 shows the population distribution by age within the County, City, and study area (single census tract, Census Tract 76.02).

**Table 9  
Age Distribution**

	Percentage			Transportation- Dependent Population
	Population < 18	Population 18-64	Population > 65	
Ventura County	28	62	10	38
City of Moorpark	34	62	5	39
Study Area	35	61	4	39

Source: U.S. Census Bureau, Census 2000.

The SCAG projections indicate the percentage of senior citizens in the Southern California region will continue to rise over the next two decades. Approximately one in six people is expected to be a senior citizen (defined as a person age 65 and older) in 2025. Persons under age 18 and over age 65 comprise a

large portion of the transportation-dependent population, and for the purpose of this analysis, that category is considered to consist exclusively of these two groups. According to the U.S. Census Bureau, persons over the age of 65 represented 5 percent of the population within the City, while persons under age 18 and over age 65 would place increased demands on existing public transportation using roadways in the project area.

**Ethnicity.** The Hispanic population has increased to the extent that the white non-Hispanic population no longer makes up a single majority (Table 10). SCAG reports that this trend will continue for the Southern California region, where Hispanics are projected to become the dominant population by 2030. Ventura County is the only county in the region where white non-Hispanics would comprise the largest minority group; they are projected to represent 46 percent of the population in 2030.

**Table 10  
Ethnic Composition**

Year	Percentage							
	White Non-Hispanic	Black	American Indian, Eskimo, or Aleut	Asian or Pacific Islander	Hawaiian	Other Race	Two or More Races	Hispanic
<b>California</b>								
1990	57	7	0.7	9	N/A	0.2	N/A	25
2000	47	6	0.5	11	0	0.2	3	32
<b>Ventura County</b>								
1990	66	2	0.5	5	N/A	0.1	N/A	26
2000	57	2	0.4	5	0.2	0.1	2.3	34
<b>City of Moorpark</b>								
1990	70	1	0.3	6	N/A	0.2	N/A	22
2000	62	2	0.2	4	0.2	0.3	3	28
<b>Study Area</b>								
1990	56	1	0.7	3	N/A	0.2	N/A	40
2000	36	1	0	2	0.5	0.3	4	57

**Source:** U.S. Census Bureau, Census 2000.

White non-Hispanics represent a higher percentage of population in the City (62 percent) than in the County (57 percent) and state (47 percent). U.S. Census data show the City's white non-Hispanic population decreased from 70 percent of the total population in 1990 to 62 percent in 2000, while the Hispanic population increased from 22 percent to 28 percent during the same period. The Hispanic population is much higher in the study area (57 percent) than in the City (28 percent), while the white non-Hispanic population is much lower (36 percent in the study area and 62 percent in the City). U.S. Census data show the Hispanic population has increased significantly in the study area, from 40 percent of the population in 1990 to 57 percent in 2000.

**Other Demographics.** Table 11 shows other demographic characteristics of the study area, City, and County as reported in the 2000 U.S. Census. Population growth in the City (23 percent) was faster than in both the County (13 percent) and state (14 percent).

**Table 11**  
**Study Area, Local, Regional, and State Demographic Summaries**

<b>Demographic</b>	<b>Study Area</b>	<b>City of Moorpark</b>	<b>Ventura County</b>	<b>California</b>
Population change (1990–2000)	25%	23%	13%	14%
Median household income	\$55,580	\$76,642	\$59,666	\$47,493
Persons below poverty	13%	7%	9%	14%
High school graduates (over age 25 years)	64%	85%	80%	77%
College graduates (over age 25 years)	14%	34%	27%	27%
Home ownership rate	57%	83%	68%	57%
Average household size	4.06	3.48	3.04	2.87
Same residence in 1995–2000	48%	54%	50%	47%

Source: U.S. Census Bureau, Census 2000.

**Housing.** As of 2000, home ownership rates were higher in the City (83 percent) than the County (68 percent) and state (57 percent) levels, while the home ownership rate was lower in the study area (57 percent) than the City (Table 12).

**Table 12**  
**Housing Summaries**

	<b>Study Area</b>	<b>City of Moorpark</b>	<b>Ventura County</b>	<b>California</b>
Owner Occupied	57%	83%	68%	57%
Vacancy Rate (all units)	1.5%	1.2%	3.4%	5.8%
Rental Vacancy Rate	0.8%	0.3%	0.9%	1.6%
Median Value for Owner Occupied Housing	\$204,600	\$273,300	\$238,800	\$198,900

Source: U.S. Census Bureau, Census 2000.

In 2000, single-family detached units comprised 73 percent of the housing stock, while multifamily units comprised 14 percent (Table 13). Between 1990 and 2000, the largest increase was in multifamily housing (2 to 4 units) with a 127 percent increase; the number of single-family detached units increased by 15 percent.

**Table 13**  
**Housing Composition in the City of Moorpark**

<b>Housing Types</b>	<b>1990</b>		<b>2000</b>		<b>Percent Change in Units</b>
	<b>Number of Units</b>	<b>Percent of Total</b>	<b>Number of Units</b>	<b>Percent of Total</b>	
Single Family Detached	5,854	74	6,708	73	15
Single Family Attached	865	11	865	9	0
Multifamily (2–4 units)	182	2	414	5	127
Multifamily 5+ units	717	9	843	9	18
Mobile Homes	297	4	305	3	3
<b>Total Housing Units</b>	<b>7,915</b>	<b>100</b>	<b>9,135</b>	<b>100</b>	<b>15</b>

Sources: U.S. Census Bureau, Census 1990 and Census 2000.

The median home value was higher in the City than in the County and the State, while the value was lower in the study area than in the County overall. According to the California Department of Finance, the median home value in the County has increased by 171 percent between 1980 and 2000, while the median home value in the study area increased by 154 percent. The California Association of Realtors reports that as of July 2005, the median price for a home in the Ventura region<sup>1</sup> was \$694,690, while the statewide median was \$540,900.

As stated in the City's Housing Element, prepared by CBA Inc. 2001, the City has set an inclusionary goal of 10 to 15 percent affordable units for all new units constructed and collects in-lieu fees from developers to distribute into a Housing Trust Fund. The City also provides density bonuses to developments that include a mix of affordable housing in their projects.

### ***Impacts***

The proposed project would have a beneficial impact on community character and cohesion. The project would not physically divide a community or negatively impact any ethnic group within the project area. The proposed road improvements would result in beneficial impacts on the community by improving existing traffic deficiencies and would facilitate movement of increased traffic resulting from planned growth in the project area. The proposed project would benefit the community by facilitating the flow of goods and services throughout the project area. Additionally, it would enhance safety by improving pedestrian access, bicycle facilities within the project limits, and emergency vehicle access through improved operations and reduced vehicle delays.

### ***Avoidance, Minimization and Mitigation Measures***

No avoidance, minimization and mitigation measures are required for community character and cohesion.

#### **2.1.3.2 Relocations**

### ***Regulatory Setting***

The California Department of Transportation (Caltrans) Relocation Assistance Program (R.A.P.) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the R.A.P. is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons would not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, or national origin in compliance with Title VI of the Civil Rights Act (42 United States Code [U.S.C.] 2000d, *et seq.*). Please see Appendix B for the Title VI Statement.

### ***Affected Environment***

The proposed project would benefit the affected communities by reducing congestion and the current potential costs of traffic delays caused by existing operations along Los Angeles Avenue.

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<sup>1</sup> The Ventura region is defined by the Associations' boundaries that report data to the Multiple Service Listing System, which include the Cities of Ventura, Oxnard, Camarillo, Santa Paula, Fillmore, Port Hueneme, Somis, Calabasas, Westlake Village, Thousand Oaks, Agoura Hills, Agoura, Oak Park, Lakeshore Wood, Simi Valley, and Moorpark.

Two types of effects on properties are considered:

- Full acquisition of property occurs if the entire parcel is within the footprint (ROW) of an alternative or if the majority of the building lies within the footprint of an alternative.
- Partial acquisition of a property occurs if any part of a parcel is within the footprint (ROW) of the alternative but does not require the displacement of the entire property. These impacts range from a sliver or edge of a parcel within the ROW preservation area to substantial portions that fall short of entire displacement. Partial acquisition of a property may result in the transformation of the property into a legal nonconforming parcel.

### ***Impacts***

The construction of the proposed project would require the acquisition of private property. Project impacts include both complete acquisition of existing uses and partial acquisitions, which may alter or displace existing uses.

Table 14 identifies the full and partial property acquisitions necessary to implement this estimation. All of this area is within the ultimate ROW exhibits included in the City's circulation element of the General Plan (Austin-Foust 1992). Implementing the Proposed Build Alternative would require one full property acquisition, 148 East Los Angeles Avenue (APN 506-0-020-060) on the south side of Los Angeles Avenue between Fremont Street and Moorpark Avenue and 240 East Los Angeles Avenue. The property is a small lot covering 688.4 square meters (7,410 square feet) and has a small setback from Los Angeles Avenue. One other potential residential displacement (APN 506-0-020-120) is located on the south side of Los Angeles Avenue between Millard Street and Fremont Street. The property is bounded by Millard Street on the west and another single-family residential unit on the east. The City's project design may be able to reduce the potential ROW take on APN 506-0-020-120 to only a partial acquisition. However, for the purpose of this document and to adequately address impacts, the potential ROW acquisition on this parcel is treated as a potentially partial or full acquisition. Since both properties are located on an existing arterial, the displacement on either property would not divide an existing neighborhood or fragment the edge of a cohesive group of people.

Full acquisitions of nonresidential property would require relocating employees and businesses to other locations; partial acquisitions generally would not require relocation. The project impacts on commercial properties would be restricted to partial acquisitions; therefore, no direct displacement of businesses or employees would occur as a result of the Proposed Build Alternative.

The project would not displace substantial numbers of existing housing. One existing single-family residence and possibly a second may need to be acquired by the City to facilitate completion of the project. The U.S. Census reports that in 1999 there was an average of four persons per household within the study area. Based on this household occupancy rate, approximately eight people would be displaced as a result of the Proposed Build Alternative.

### ***Avoidance, Minimization and/or Mitigation Measures***

Implementation of the proposed project would result in the full acquisition of one residential parcel and the potential partial/full acquisition of one other residential parcel. The proposed project has been developed in conformity with Title VI of the Civil Rights Act of 1964, which states that no person in the

United States shall be excluded from participation in or otherwise discriminated against on the basis of race, color, and national origin under any program or activity receiving Federal financial assistance. The City will comply with Title VI under the Civil Rights Act of 1964 to ensure that all affected property owners are compensated fairly.

**Table 14  
Summary of Partial and Full Property Acquisitions**

<b>APN/Tract No.</b>	<b>Area (in sq. m.)</b>	<b>Area (in sq. ft.)</b>	<b>Area Acquired (in sq. ft.)</b>	<b>Adjusted Parcel Area (in sq. ft.)</b>	<b>Percent Acquired</b>	<b>Land Use</b>
506-0-020-060	818.968	8,815	8,815	N/A	100	Single-Family Residential
506-0-020-120 <sup>1</sup>	688.412	7,410	7,410	N/A	100	Single-Family Residential
506-0-020-470	15.236	49,883	164	49,719	0.3	N/A Residential
506-0-020-480	136.660	390,299	1,471	388,828	0.4	Development
506-0-020-490	2.323	526	25	501	4.8	Vacant
506-0-020-510	76.273	10,549	821	9,728	7.8	Millard Street Single-Family
506-0-020-130	154.707	10,788	1,665	9,123	15.4	Residential
506-0-020-230	93.167	54,450	1,003	53,447	1.8	Fremont Street
506-0-020-240	260.396	14,175	2,803	11,372	19.8	N/A
506-0-020-330	613.160	75,794	6,600	69,194	8.7	Vacant
506-0-020-570	289.300	62,291	3,114	59,177	5.0	Commercial
506-0-020-650	72.093	93,219	776	92,443	0.8	Commercial
512-0-150-780	341.604	30,318	3,677	26,641	12.1	Service Station
512-0-111-310	161.837	3,593	1,742	1,851	48.5	Parking
512-0-111-320	10.312	8,505	111	8,394	1.3	N/A
512-0-111-340	192.309	3,843	2,070	1,773	53.9	Vacant
512-0-111-250	1.765	6,589	19	6,570	0.3	Single-Family Residential
512-0-150-690, 512-0-150-700 Tract No. 5133	155.334 48.867	191,640 108,000	1,672 526	189,968 107,474	0.9 0.5	Commercial Residential Residential
Tract No. 5307	364.645	120,942	3,925	117,017	3.2	Development

**Source:** The City of Moorpark 2006.

**Note:** 1 The City of Moorpark hopes to minimize impacts on APN 506-0-020-120 and reduce the ROW acquisition to a partial acquisition rather than a full acquisition. To adequately address potential impacts in the CEQA document, the ROW acquisition is considered as both a partial/full acquisition for this APN. If a partial acquisition of APN 506-0-020-120 were to occur, the area acquired would be 1140 square feet. (105.909 square meters.)

The Uniform Act requires that decent, safe, and sanitary replacement housing that is within a person’s financial means be made available before that person may be displaced.

- The Uniform Act requires that decent, safe, and sanitary replacement housing that is within a person’s financial means be made available before that person may be displaced.

The City will comply with standards set by the Caltrans R.A.P. and the Federal Uniform Relocation Assistance and Property Acquisition Policies Act of 1970 in compensating and providing the relocation assistance to property owners and renters displaced by the proposed project.

#### **2.1.4 Public Services**

##### **2.1.4.1 Affected Environment**

Community facilities and services located near the proposed project site include schools, police stations, and fire stations. These services and facilities are shown in Figure 8. Although the facilities and services are beyond the project area boundaries, they are close to the project area, and are therefore considered here. These services and facilities are schools, police stations, and fire stations.

The City's General Plan describes other community uses close to the study area such as City office buildings, civic center, library, and the Moorpark Metrolink station. These uses are located along High Street, approximately 0.4 km (0.25 mile) north of Los Angeles Avenue.

**Schools.** There are four schools near the project site and a total of six schools within 1.61 km (1 mile) of the project site. Schools nearest to the project limits are Flory Elementary School, located adjacent to Los Angeles Avenue between Flory Avenue and Millard Street; Chaparral Middle School, located approximately 1,000 meters (3,280.8 feet) north of Los Angeles Avenue and 1,000 meters (3,280.8 feet) west of Moorpark Avenue; Walnut Canyon Elementary School, located approximately 1,000 meters (3,280.8 feet) north of High Street; and Moorpark Community High School, located approximately 1,500 meters (3,280.8 feet) north of High Street. Other schools located within 1.61 km (1 mile) of the project area are Mountain Meadow Elementary School and Peach Hill Elementary School.

**Fire Protection Services.** The Ventura County Fire Department (which provides fire protection services to the City) has one facility in close proximity to the project site. The County fire station, Station No. 42, is located at 295 East High Street.

**Police Protection Services.** There is one facility, the Moorpark Police Service Center that provides police protection services to the City. It is located at 610 Spring Road.

**Medical Institutions.** There are no medical institutions near the study area.

**Religious Institutions.** There are no religious institutions near the study area.

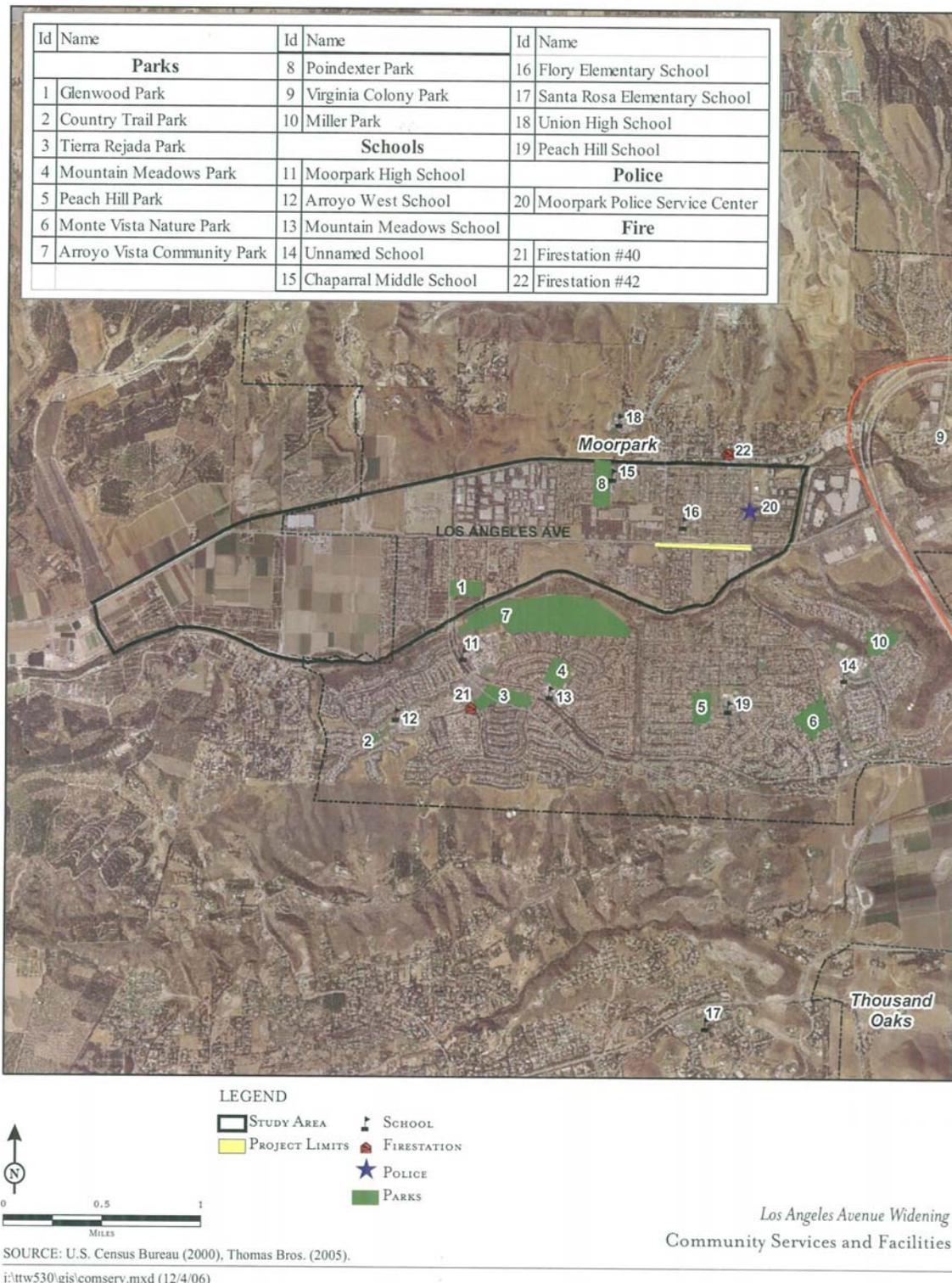
**Access and Parking.** There is no on-street parking along Los Angeles Avenue within the project area. Parking for all commercial and business establishments within the project limits is provided on private property.

##### **2.1.4.2 Impacts**

Impacts on public services are determined by such factors as noise, air quality, safety, distance, circulation, accessibility, and disruption during construction and operation. Potential operational impacts on community facilities include property acquisitions affecting community facilities, restricted access to community facilities and services, or impaired use of the facilities. No significant impacts on public services would be anticipated from implementing the proposed project.

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**Figure 8 Community Services and Facilities**



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The proposed road improvements would provide signalization improvements and improve access to and from the community services and facilities near the project area. Temporary adverse impacts on access to community services and facilities along Los Angeles Avenue would occur during construction. Such impacts would result from sidewalk closures on the south side of Los Angeles Avenue between Spring Road and Millard Street, on both sides of the street between Spring Road and Millard Street, and on the north side of the street between Flory Avenue and Moorpark Avenue. There would be no impacts on accessing Flory Elementary School and no impacts on park access. The City would ensure that the travel way and sidewalks would be accessible and maintained during construction. Temporary impacts on parking area access would occur due to the reconstruction of a driveway apron at Gateway Plaza; however, all parking would remain available on-site during the construction period.

The road improvement project would not create a substantial need for providing additional public services. Existing service ratios and response times would be maintained consistent with the standards established in the City's General Plan. Upon completion of the proposed road widening, access to the public facilities described above would be improved. Moreover, emergency access to residential and commercial properties along Los Angeles Avenue would be facilitated due to the road improvements.

### **2.1.4.3 Avoidance, Minimization and/or Mitigation Measures**

The City will maintain contact with the community during the construction phase through public outreach with the following components:

- A business outreach program will be implemented before project construction to inform local merchants of construction schedules that may affect their establishments.
- Appropriate signage will be used to direct both pedestrian and vehicular traffic to businesses via alternative routes.
- Pedestrians will need to cross Los Angeles Avenue in the project area at the signalized intersections at Moorpark Avenue and Spring Road.
- Disabled access will be maintained during construction where feasible. Temporary sidewalks will be installed, if necessary, during the construction phase. Once construction is complete, full access to sidewalks will be restored.

## **2.1.5 Utilities/Emergency Services**

### **2.1.5.1 Affected Environment**

The proposed improvements would require the relocation or replacement of various items, including streetlights, traffic signal poles, drainage structures, manholes, sidewalks, landscaping, gas lines, telephone lines, sewer lines, and electrical lines. The majority of these utilities are underground facilities. However, there are overhead electrical lines within the project limits. To date, no high-risk facilities are known to exist within the project limits. Various underground natural gas pipelines located within the project area are considered low-risk facilities. The following utilities may require minor relocation:

- Calleguas Municipal Water District water lines;

- Southern California Edison overhead and underground utility lines;
- Southern California Gas Company gas lines;
- Ventura County Waterworks District No. 1 sewer and water lines;
- Equilon Pipeline Company gas lines;
- Time Warner cable television lines;
- SBC telephone lines;
- Ventura County Flood Control District drainage facilities; and
- Caltrans streetlights.

Permission for removal and relocation of affected utilities would be needed from the utility providers before construction begins.

#### **2.1.5.2 Impacts**

The proposed road improvements would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). The proposed project would not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. There are sufficient water supplies available to serve the project from existing entitlements and resources; new or expanded entitlements would not be needed.

A substantial amount of storm drain work would be required for the project (refer to 2.2.2.4). Existing catch basins/inlets would be relocated or new catch basins/inlets would be constructed. In addition, new curb and gutter construction in locations currently bounded only by the edge of the pavement would create a more confined drainage system that would direct flows out of the street and into a closed storm water drainage system. All of the existing storm drain systems within Los Angeles Avenue currently drain into the Arroyo Simi Channel.

The project would comply with federal, state, and local statutes and regulations related to solid waste. The proposed project would not significantly impact the capacity of the landfill.

#### **2.1.5.3 Avoidance, Minimization and/or Mitigation Measures**

All public facility improvements will be constructed to the specifications required by Caltrans and other utility providers who operate and maintain facilities within the proposed project area. The City will obtain all required permits from the appropriate public agencies and public utility providers before construction begins.

Existing catch-basins/inlets will be relocated or new catch basins/inlets will be constructed. New curb and gutter construction in locations currently bounded only by the edge of the pavement will create a more confined drainage system that will direct flows out of the street and into a closed storm water drainage system.

The City is committed to constructing adequately sized drainage improvements to ensure no substantial drainage effects attributable to the proposed road widening would result. The City will ensure that a drainage is completed. Drainage improvements will be completed per City and Caltrans's standards.

## 2.1.6 Transportation & Traffic/Pedestrian and Bicycle Facilities

### 2.1.6.1 Affected Environment

Austin–Foust completed a traffic analysis for the Los Angeles Avenue Widening project in September 2007. Existing traffic conditions (average daily traffic [ADT] volumes) were determined based on observed traffic counts. Intersection LOS was determined using the Highway Capacity Manual (HCM) methodology. Study area intersections used in the analysis were Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road.

Under existing conditions, the intersections of Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road operate in the LOS C–E range during the a.m. and p.m. peak hour periods with longer waiting times at Los Angeles Avenue/Spring Road (Table 15). The City has adopted LOS C as the desired standard for intersection operations.

**Table 15**  
**Levels of Service (LOS) at Study Area Intersections**  
(seconds per vehicle [sec/veh])

Intersection and Geometry	Control	A.M. Peak Hour		P.M. Peak Hour	
		2012 Conditions	2030 Conditions	2012 Conditions	2030 Conditions
<b>Los Angeles Avenue/Moorpark Avenue</b>	Signal				
Existing Geometry		33.4 sec/veh LOS C	48.0 sec/veh LOS D	44.3 sec/veh LOS D	64.3 sec/veh LOS E
Proposed Geometry		32.5 sec/veh LOS C	46.2 sec./veh LOS D	43.1 sec/veh LOS D	57.7 sec./veh LOS E
<b>Los Angeles Avenue/Spring Rd.</b>	Signal				
Existing Geometry		57.2 sec/veh LOS E	115.6 sec/veh LOS F	68.6 sec/veh LOS E	173.5 sec/veh LOS F
Proposed Geometry		46.4 sec/veh LOS D	63.3 sec/veh LOS E	51.3 sec/veh LOS E	100.2 sec/veh LOS F

Source: Austin-Foust Associates 2007

The section of Los Angeles Avenue between Moorpark Avenue and Spring Road carries a higher level of truck traffic than is typical for a conventional highway within a community. Recent Caltrans counts indicate that around 10 percent of the total daily vehicles on Los Angeles Avenue in the vicinity of Moorpark Avenue (8 percent eastbound and 14 percent westbound are heavy trucks) (Austin-Foust 2007).

### **2.1.6.2 Impacts**

The Austin-Foust (2007) traffic analysis evaluated future short-range (2012) and long-range (2030) conditions. The 2012 and 2030 forecasts were obtained from data produced by the Moorpark Traffic Analysis Model (MTAM) using ADT volumes.

#### ***2007 Impacts with the Proposed Widening Project***

The 2007 LOS calculations were based on observed traffic counts collected in 2007 by Traffic Data Services, Inc. Resulting LOS calculations (not depicted in Table 15) indicate that the intersection of Los Angeles Avenue/Moorpark Avenue operates at LOS D during a.m. and p.m. peak hours and Los Angeles Avenue/Spring Street operates at LOS D during the p.m. peak hours (Austin-Foust 2007).

#### ***2030 Impacts with and without the Proposed Widening Project***

The 2030 LOS calculations were calculated for the existing configuration (geometry) of the roadway and for its configuration after the widening project. These results are provided in Table 15. In 2030, with the proposed widening, the intersections of Los Angeles Avenue/Moorpark Avenue would operate at LOS D for the a.m. peak hour and LOS E for the p.m. peak hour. The intersections of Los Angeles Avenue/Spring Road will change from LOS F to LOS E for the a.m. peak hour and remain at LOS F for the p.m. peak hour. With the proposed widening project, the Austin-Foust traffic analysis indicates the intersections would operate with substantially less delay per vehicle than without the proposed project. For example, at the intersection of Los Angeles Avenue/Moorpark Avenue, p.m. peak hour conditions would be reduced from 64.3 seconds/vehicle without the project to 57.7 seconds/vehicle with the project. At the Los Angeles Avenue/Spring Road intersection, p.m. peak hour conditions would be reduced from 173.5 seconds/vehicle to 100.2 seconds/vehicle.

The proposed project would provide increased capacity and improved traffic operations along the Los Angeles Avenue corridor and at the intersections of Los Angeles Avenue/Moorpark Avenue and Los Angeles Avenue/Spring Road. The proposed project would not individually or cumulatively exceed the LOS standard established by the City, Ventura County, and Caltrans.

The proposed project would not substantially increase hazards due to a design feature or incompatible uses. The proposed project would not result in inadequate emergency access. However, temporary lane closures as part of the construction would affect emergency vehicle traffic. To offset impacts on emergency access, a Caltrans Transportation Management Plan (TMP) would be developed. Emergency vehicle access would be improved operationally as a result of the widening project because of improved operations and reduced vehicle delays.

The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation. As part of the Los Angeles Avenue roadway design, two emergency lanes (unmarked bike lanes) and enhanced pedestrian facilities are included. This is consistent with the City's support for alternative transportation. The shoulder would be wide enough for bicycle travel, and sidewalks would facilitate pedestrian traffic and complete connections that do not currently exist making access continuous. The project would comply with Caltrans policies regarding the safe accommodation of pedestrians and bicycles. The special needs of the elderly and the disabled would be considered.

### **2.1.6.3 Avoidance, Minimization and/or Mitigation Measures**

The City will develop a TMP as required by Caltrans to reduce traffic delays during construction. The TMP will be approved before project construction begins. The TMP will also address pedestrians and bicycles and comply with the ADA. The TMP will include a public awareness campaign, highway advisory radio messages, portable changeable message signs, temporary loop sensor/signals, bus or shuttle service, and a construction zone enhanced enforcement program (COZEEP).

### **2.1.7 Visual/Aesthetics**

#### **2.1.7.1 Regulatory Setting**

The CEQA establishes that it is the state policy to take all action necessary to provide the people of California “with...enjoyment of aesthetic, natural, scenic, and historic environmental qualities.” [Public Resources Code Section 21001(b)].

#### **2.1.7.2 Affected Environment**

The following text is summarized from the *Visual Resources Impact Assessment* technical study prepared for this project by the Planning Corporation in 2003. The proposed project is located within the City’s downtown core and is surrounded by commercial and residential properties. The primary view corridor is defined as the immediately adjacent single family homes, multi-family complexes, and commercial uses along the roadway frontage. Lighting in the area is of high intensity and there are little to no structural setbacks from the existing roadway alignment.

The project site is characterized by uniform topography with slopes ranging from 0 to 5 percent. This portion of Los Angeles Avenue is not eligible for identification as a Scenic Highway in the City’s General Plan or by the State of California. No scenic resources, trees, rock outcroppings, and/or historic buildings are located within this section of Los Angeles Avenue.

#### **2.1.7.3 Impacts**

The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. Construction impacts would be temporary and the proposed project design would include the construction of new pavement, curb and gutter, sidewalk, storm drains, and additional parkway landscaping. Streetlights would be replaced or relocated as part of the proposed project.

Street landscaping along this portion of Los Angeles Avenue would be affected. Results of the Tree Survey (The Oak Collaborative 2006) indicate that 10 trees would need to be removed as part of the proposed project. The City is planning on replacing the existing landscaping and public space amenities (such as sidewalks and benches) during project construction. There would be no net impact on existing streetscape landscaping or areas designed for public congregation. Minimal grading would be required to establish additional travel lanes and no cut or fill slopes would be required to establish an adequate road-base.

Vehicle travel lanes would be established near existing residential properties affecting the quality of life of some residents living directly adjacent to the expanded roadway alignment. No areas of public congregation or assembly would be affected as part of the road improvement project. The project would not conflict with adopted design guidelines or development standards, which have been implemented to improve the quality of architecture in the community.

#### **2.1.7.4 Avoidance, Minimization and/or Mitigation Measures**

No avoidance, minimization and/or mitigation measures are required for visual or aesthetics.

#### **2.1.8 Cultural Resources**

##### **2.1.8.1 Regulatory Setting**

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

On January 1, 2004, a Section 106 Programmatic Agreement (PA) among the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA takes the place of the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans.

Historical resources are considered under the CEQA, as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the SHPO before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

##### **2.1.8.2 Affected Environment**

Based on available information, the project would not create impacts on known archaeological resources (Archaeological Advisory Group 2006). The scope of work consisted of a records search conducted by the South Central Coastal Information Center, California State University, Fullerton, Department of Anthropology, Fullerton, California; and a field survey for the project area, which revealed the following:

- No prehistoric sites exist within the project area.
- No properties are listed in, or are expected to be found to appear eligible for, listing in the National Register of Historic Places.
- No properties are listed in, or are expected to be found eligible for, listing in the California Register of Historical Resources.
- No California Historical Landmarks are present.
- No California Points of Historical Interest are noted.
- Ornamental trees and landscaping, including grass, trees, and shrubs, are found within the project boundaries. These plant species are associated with existing streetscape landscaping along Los Angeles Avenue.

- The Arroyo Simi is located south of Los Angeles Avenue and is roughly 0.4 km (0.25 mile) south of the project boundary.
- Utilities such as sewer, water, electricity, gas, and telephone were noted, and sprinkler systems exist in many areas of the project.

The study found that no potential archaeological sites are located within the development area. Soils within the limits of the proposed road widening were found to consist of non-native fill material and roadway base associated with the existing Los Angeles Avenue roadway alignment. All exposed surface terrain and exposures such as rodent burrows, drainage cuts, and graded, cleared, or landscaped areas were thoroughly inspected for signs of cultural resources.

A historic properties investigation conducted by Chattel Architecture (2005) determined that there would be no impacts on historic structures.

### **2.1.8.3 Impacts**

Because no historically significant properties have been identified in the project area, no impacts on historic resources are anticipated. No prehistoric archaeological resources were identified within the project site during the survey. No human remains were identified within the project site during the survey. The project area was never used as an informal or formal cemetery. Moreover, no evidence suggests Native Americans used the area as a burial site.

The project area is not identified as a sacred place or other ethnographically documented location of significance to native Californians. An archival review of cultural resource information compiled for the project confirmed this conclusion (Archaeological Advisory Group 2006).

### **2.1.8.4 Avoidance, Minimization and/or Mitigation Measures**

If archaeological or historical materials are encountered during construction, all activities placing such resources at risk will cease until the materials are examined and evaluated by a qualified archaeologist.

## **2.2 PHYSICAL ENVIRONMENT**

### **2.2.1 Hydrology and Floodplain**

#### **2.2.1.1 Regulatory Setting**

The project is within the Los Angeles RWQCB, Region 4. The 100-year floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “one action within the limits of the 100-year floodplain.”

#### **2.2.1.2 Affected Environment**

The proposed project site is located in the Arroyo Simi floodplain, which is located approximately 400 meters (0.25 mile) south of Los Angeles Avenue. The project site is in a Flood Hazard Zone B, which is an area between the 100-year and 500-year limits based upon the current National Flood Insurance Program (NFIP) Digital Flood Insurance Rate Map (DFIRM). However, the southeast end of the project area abuts Zone A, the 100-year flood limit. Figure 9 provides the NFIP Maps for the project area as of 1 October 2005. As the majority of the project area occurs within an urbanized area, surface water

hydrology is controlled through lined storm water conveyance structures, which eventually discharge to the Arroyo Simi. The Arroyo Simi is part of the Calleguas Creek Watershed. Calleguas Creek and its major tributaries, Revolon Slough, Conejo Creek, Arroyo Conejo, Arroyo Santa Rosa, and Arroyo Simi, drain an area of 888 square km (343 square miles) in southern Ventura County and a small portion of western Los Angeles County. This watershed, which is elongated along an east-west axis, is about 48.3 km (30 miles) long and 22.5 km (14 miles wide). The northern boundary of the watershed is formed by the Santa Susana Mountains, South Mountain, and Oak Ridge; the southern boundary is formed by the Simi Hills and Santa Monica Mountains. The watershed terminates in the Mugu Lagoon at the Pacific Ocean, an area which is identified as an Area of Special Biological Significance (ASBS).

A new draft Flood Insurance Rate Map (FIRM) published in November 2005 now puts the entire project area into Zone AE. Zone AE is the flood insurance rate zone that correspond to the 1 percent annual chance floodplain determined in the Flood Insurance Study by detailed methods of analysis. The draft FIRM is under review by the City, which has hired a consultant to review the methodology and assumptions. Should the current hazard zones remain in place, the proposed project would lie within the 100 year floodplain.

Groundwater is located at 8.3 meters (27.2 feet) beneath the site. Groundwater in the area is primarily used for agricultural purposes, and the majority of drinking water is imported through the State Water Project. In general, groundwater supplies in the region have experienced some over-draft and contamination with mineral salts and salt water intrusion.

### **2.2.1.3 Impacts**

The proposed road widening would have no effect on groundwater levels. Geotechnical testing confirmed that no near-surface groundwater deposits (less than 1.5 meters or less than 4.9 feet) are within the proposed improvement area. As the majority of the site is impervious surface, storm water would be conveyed off-site and the project would not require withdrawal from the groundwater table; groundwater impacts would be negligible.

The project would not substantially alter the existing drainage pattern of the area. Minor increases in surface runoff (116 cubic meters or 4,096.5 cubic feet) would result from creation of additional hardscape. However, this increase would not result in on- or off-site flooding with the mitigation of upgraded drainage structures. Additionally, the existing storm drain system would be re-designed to handle the incremental increase in flows associated with the proposed road improvements to prevent any substantial erosion or siltation.

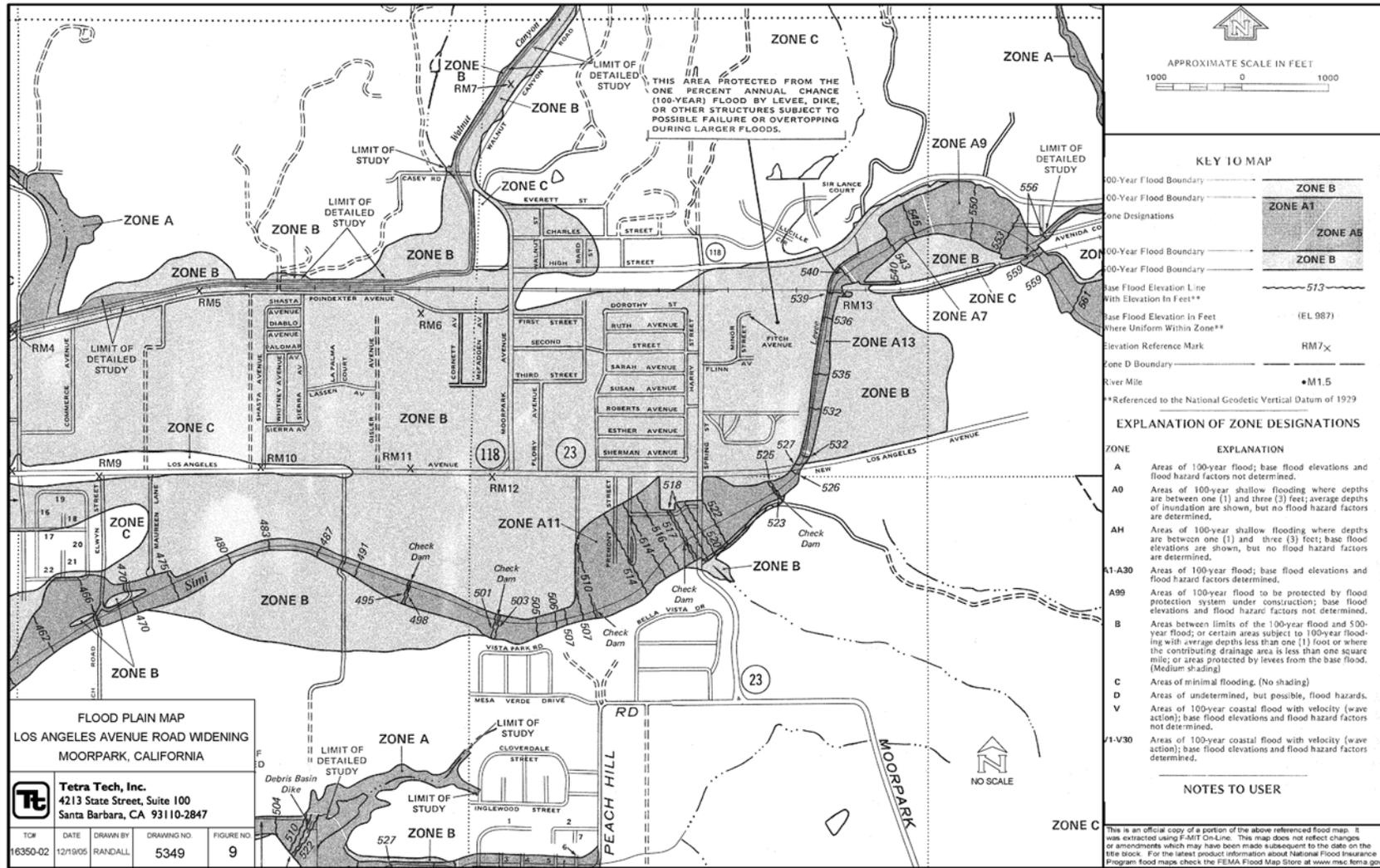
No new housing is proposed as part of the proposed project. Therefore, the project would not place any additional housing within a flood-hazard area. The proposed project is limited to road improvements. The proposed project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows.

The project area is not susceptible to inundation by seiche, tsunami, or mudflow. The project area is substantially separated from the coastal environment which could be impacted by seiche or tsunami. The project area is very flat (0–5 percent slope) and is not considered susceptible to mudflows.

### **2.2.1.4 Avoidance, Minimization and/or Mitigation Measures**

No avoidance, minimization, and/or mitigation measures are required for hydrology and floodplain.

Figure 9 Floodplain



## **2.2.2 Water Quality and Storm Water Runoff**

### **2.2.2.1 Regulatory Setting**

Section 401 of the Clean Water Act, the primary federal law regulating water quality, requires water quality certification from the state board or regional board when a project (1) requires a federal license or permit—Section 404 is the most common federal permit for Caltrans projects—and (2) will cause discharge into waters of the United States. Section 402 of the Clean Water Act establishes the NPDES permit system for the discharge of any pollutant (except dredge or fill material) into waters of the United States. To ensure compliance with Section 402, the State Water Resources Control Board has developed and issued a NPDES, Statewide Storm Water Permit, to regulate storm water discharges from all of Caltrans's ROW, properties and facilities. The permit regulates both storm water and non storm water discharges during and after construction.

In addition, the State Water Resources Control Board issues the Statewide Permit for all of Caltrans's construction activities, of 0.4 hectare (1 acre) or greater, or a number of smaller projects that are part of a common plan of development with the total area exceeding 0.4 hectare (1 acre), or projects that have the potential to significantly impair water quality. Caltrans projects subject to the Statewide Storm Water Permit required a Storm Water Pollution Prevention Plan (SWPPP), while other projects, smaller than 0.4 hectare (1 acre), require a Water Pollution Control Program.

The California Environmental Protection Agency has delegated administration of the NPDES program to the State Water Resources Control Board and nine regional boards. This project is located within the jurisdiction of the State Water Resources Control Board and the Los Angeles RWQCB.

Subject to Caltrans review and approval, the contractor prepares both the SWPPP and the Water Pollution Control Program. The Water Pollution Control Program and SWPPP identify construction activities that may cause pollutants in storm water and measures to control these pollutants. Because neither the Water Pollution Control Program nor the SWPPP is prepared at this time, the following discussion focuses on anticipated pollution sources or activities that may cause pollutants in the storm water discharges.

Additional laws regulating water quality include the Porter-Cologne Water Quality Act, Safe Drinking Water Act, and Pollution Prevention Act. State water quality laws are codified in the California Water Code, Health and Safety Code and Fish and Game Code Sections 5650–5656.

### **2.2.2.2 Affected Environment**

The proposed project is located within the urbanized area of the City, where surface water runoff is conveyed through lined structures through the City's storm drain system, eventually discharging into the Arroyo Simi. The Arroyo Simi is a tributary to Calleguas Creek, an impaired water body on the State of California 303D list. Calleguas Creek is listed as impaired for the following constituents: ammonia, boron, nickel, silver, total dissolved solids (TDS), chromium, chloride, selenium, sulfates, and zinc. Specifically, the Arroyo Simi (Calleguas Reach 7) is listed for the following subset of these constituents: ammonia, chloride, boron, sulfate, TDS, organophosphorus pesticides, siltation, and fecal coliform. The Storm Water Data Report (Boyle Engineering 2007) provides more details on the receiving water including beneficial uses. As a high priority 303D listed water body, Total Maximum Daily Loads (TMDLs) would be prepared for each constituent over the next 10 years. To date TMDLs have been promulgated for chlorides and nutrients. Since chlorides are the only constituent listed for the Arroyo Simi, only this TMDL would be applicable.

The construction and post-construction phases of the proposed project would have storm water discharges with the potential to impact surface waters. The existing storm water conveyance discharges ultimately in Arroyo Simi. In accordance with Section 402 of the Clean Water Act, the project would be required to comply with two NPDES Permits. The two applicable permits are:

- NPDES General Permit for Storm Water Discharges from Construction Activities Order 99-08-DWQ/CAS00002 (General Construction Permit). This permit addresses storm water activities associated with the construction phase.
- NPDES Permit for Storm Water Discharges from Caltrans Order No. 99-06-DWQ/CAS000003 (Caltrans Permit). This permit addresses storm water discharges from roads owned and operated by Caltrans.

The project is also within area covered by the Ventura County Storm Water Management Program (SWMP) and associated Storm Water Quality Urban Impact Mitigation Plan (SQUIMP). The SQUIMP is intended to address storm water pollution from new development and redevelopment in the private sector. The SQUIMP contains a list of minimum required Best Management Practices (BMPs) that shall be used for a designated project. As mentioned, the SQUIMP applies primarily to private sector redevelopment projects. Additionally, the SQUIMP is required for the following categories, of which none apply to the proposed project:

- Single family hillside residences;
- 100,000 square foot commercial developments;
- Automotive repair shops;
- Retail gasoline outlets;
- Restaurants;
- Home subdivisions with 10 or more housing units;
- Location within or directly adjacent to or discharging to an environmentally sensitive area; or
- Parking lots with 5,000 square feet or more impervious parking or access surfaces or with 25 or more parking spaces and potentially exposed storm water runoff.

Therefore, it is assumed the project would comply with the General Caltrans permit for post-construction storm water runoff controls.

### **2.2.2.3 Impacts**

There are no high risk areas where spills from Caltrans owned ROW, activities or facilities could discharge directly to municipal or domestic water supply reservoir or groundwater percolation facilities.

Without the use of BMPs during the construction and post-construction phases, the proposed project could potentially violate applicable water quality standards. The primary constituents of concern during

the construction phase would be the erosion of solids, which would be addressed through BMPs as required by the General Construction Permit. The primary constituents of concern during post-construction would be primarily solids and oils and greases. These potential constituents would be addressed through the use of BMPs as required by the General Caltrans Permit. Impacts would be considered less than significant with mitigation.

The project would result in minor increases in surface runoff (116 cubic meters or 4,096.5 cubic feet) due to the creation of additional hardscape. However, the drainage system would be studied and redesigned to address the additional runoff volumes and any potential contaminants. Impacts are considered less than significant with mitigation.

The existing storm drain system would need to be redesigned to handle the incremental increases in flows associated with the proposed road improvements to prevent any substantial erosion or siltation.

A California State Registered Civil Engineer will prepare a drainage study for review and acceptance by the Moorpark City Engineer. All existing and proposed drainage facilities within the project area shall be designed to adequately collect and convey all project related runoff. The existing system will be upgraded to ensure that with the additional surface flow, it is capable of preventing on- or off-site flooding and eliminating any potential for substantial erosion or siltation.

Beyond the additional storm water runoff and potential construction/post-construction constituents, which are addressed in other areas, there would be no anticipated significant water quality impacts.

#### **2.2.2.4 Avoidance, Minimization and/or Mitigation Measures**

The storm drain system would be redesigned as part of the proposed project to address the additional runoff volumes and potential contaminants. In accordance with Section 402 of the Clean Water Act, the project would be required to comply with two NPDES Permits.

The primary mitigation measures to address potential water quality impacts from construction and post-construction phases would be the implementation of BMPs as prescribed by the two NPDES permits. The recommended BMPs to be implemented within this area, as required by this permit, are identified in (1) The Ventura County SWMP and (2) the SQUIMP.

### **2.2.3 Geology/Soils/Seismic/Topography**

#### **2.2.3.1 Affected Environment**

The City of Moorpark and the proposed project area are located in the Little Simi Valley of central Ventura County. The Little Simi Valley is approximately 6.4 km (4 miles) long from east to west and 1.6 km (1 mile) wide from north to south; it is bounded by the hills of Oak Ridge on the north and the Santa Rosa-Simi hills on the south and east, and merges into the Las Posas Valley on the west. Surface elevations in the area range from approximately 158.5 meters (520 feet) above mean sea level (msl) at the east end of the Little Simi Valley (at the proposed project), to 128 meters (420 feet) above msl at the west end of the valley, with the Oak Ridge and Santa Rosa-Simi hills rising to approximately 304.8 meters (1,000 feet) above msl. The Arroyo Simi Arroyo Las Posas is located on the south side of the Little Simi Valley and flows from east to west (Dibblee 1992a; 1992b).

The proposed project area is located within the Ventura Basin in the Transverse Ranges geologic/geomorphic province of California. This area is characterized by generally east-west trending

mountain ranges composed of sedimentary and volcanic rocks ranging in age from Cretaceous to Recent. Major east-trending folds, reverse faults, and left-lateral strike-slip faults reflect regional north-south compression.

Review of geologic maps of the Moorpark area indicates the proposed project area is located in a relatively flat area underlain by alluvium (Dibblee 1992a; 1992b). Groundwater occurs in an alluvial aquifer beneath the project area at about 4.6 to 6.1 meters (15 to 20 feet) below the ground surface (California Department of Conservation Division of Mines and Geology [CDMG] 1997; 2000b). Several northeast-southwest trending fault zones are located throughout the region, including Simi-Santa Rosa, Springville, Ventura/Pitas Point, Oak Ridge, San Cayetano, and Red Mountain Faults. Although not all of these fault zones are currently classified as active by the State of California, many have demonstrated Holocene fault offset, suggesting the faults could be classified as active in the future. Faults classified as active by the State of California in the vicinity of the project area include the Santa Rosa-Simi fault zone (located approximately 4.0 km [2.5 miles] to the south), the Oak Ridge fault (located approximately 9.7 km [6 miles] to the north), and San Cayetano (located approximately 19.3 km [12 miles] north) (CDMG 2000a). Specific seismic hazard studies were not performed as part of the geotechnical study for this project because the proposed improvements do not involve structures or significant embankments that would be affected during a significant seismic event. Therefore, the project would not be adversely affected by seismic activity if all standard construction related remedial measures are incorporated into the project design.

### **2.2.3.2 Impacts**

The proposed project area is not located within an Alquist-Priolo Earthquake Fault Zone (APEFZ) (CDMG 2000a). The nearest APEFZs are the Santa Rosa-Simi Valley fault zone, approximately 2.4 km (1.5 miles) south of the proposed project, and the Oak Ridge fault zone, approximately 9.6 km (6 miles) to the north. The purpose of the APEFZ Act is to regulate development near active faults in California to mitigate the hazard of surface fault rupture (CDMG 1973). The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires.

Potential hazard from strong seismic ground motion at the proposed project was evaluated using CDMG Earthquake Hazard Model as documented in the *Seismic Hazard Zone Report for the Simi Valley East and Simi Valley West 7.5-Minute Quadrangles, Ventura and Los Angeles Counties, California* (CDMG 1997) and *Seismic Hazard Analysis of the Moorpark 7.5-Minute Quadrangle, Ventura County California* (CDMG 2000b). The estimated ground shaking is derived from the seismogenic sources as published in the statewide probabilistic seismic hazard evaluation released cooperatively by the CDMG and the U.S. Geological Survey. Assuming the proposed project is underlain by alluvium, California Building Code (CBC category D) (International Conference of Building Officials [ICBO], 2001) the analysis indicated that the site has a potential for strong seismic ground motion capable of causing considerable damage to structures and risks to human life and safety.

Potential liquefaction hazard at the proposed project site was evaluated by the CDMG using criteria developed Seismic Hazards Mapping Act Advisory Committee as documented in the *Seismic Hazard*

*Zone Report for the Simi Valley East and Simi Valley West 7.5-Minute Quadrangles, Ventura and Los Angeles Counties, California* (CDMG 1997) and *Seismic Hazard Analysis of the Moorpark 7.5-Minute Quadrangle, Ventura County California* (CDMG 2000b). As shown on the CDMG Seismic Hazard Zone Maps, the proposed project site is in an area with potential for permanent ground displacements from liquefaction.

Potential landslide hazard at the proposed project site was evaluated by the CDMG using criteria developed by the California State Mining and Geology Board as documented in the *Seismic Hazard Zone Report for the Simi Valley East and Simi Valley West 7.5-Minute Quadrangles, Ventura and Los Angeles Counties, California* (CDMG 1997) and *Seismic Hazard Analysis of the Moorpark 7.5-Minute Quadrangle, Ventura County California* (CDMG 2000b). The CDMG report indicates the proposed project is in an area underlain by Holocene alluvium consisting of silty sand, sand, and minor clay where groundwater commonly occurs 4.6 to 6.1 meters (15 to 20 feet) beneath the ground surface. The results of the CDMG analysis are shown on the *State of California Seismic Hazard Zones, Simi Valley West Quadrangle Official Map* Dated April 7, 1997, and *State of California Seismic Hazard Zones, Moorpark Quadrangle Official Map* dated November 17, 2000. As shown on the CDMG Seismic Hazard Zone Maps, the proposed project is not located in an area with a potential for permanent ground displacements from landslides.

The proposed project is located in an area of relatively flat terrain and would not include construction of significant embankments or terraces. Therefore, the proposed project would not produce conditions susceptible to significant soil erosion.

General, regional data on soil conditions as documented in the *Seismic Hazard Zone Report for the Simi Valley East and Simi Valley West 7.5-Minute Quadrangles, Ventura and Los Angeles Counties, California* (CDMG 1997) and *Seismic Hazard Analysis of the Moorpark 7.5-Minute Quadrangle, Ventura County California* (CDMG 2000b) indicate the proposed project area is underlain by alluvial deposits consisting of silty sand, sand, and minor clay. A review of boring logs from the *Draft Materials Report for the Los Angeles Avenue/SR 118 Widening (07-Ven-SR118-KP), Moorpark, California* (Fugro West, Inc. 2002) indicates artificial fill composed of silt is present to approximately 0.46 meters (1.5 feet) bgs, which is underlain by silty sand to depths of at least 2.3 meters (7.5 feet) bgs. No laboratory testing was performed to evaluate the expansion potential of these soils. There is a potential that expansive soil, as defined in Table 18-1-B of the 2001 CBC may exist in the proposed project area.

No structures are proposed as part of the project. The project would require the relocation of some existing utility lines, however, all existing facilities would be replaced.

### **2.2.3.3 Avoidance, Minimization and/or Mitigation Measures**

With implementation of standard grading controls and structure design measures to address seismic and geologic conditions, project geologic and soil-related impacts would be mitigated to less than significant. Appropriate geotechnical soil testing from project area assessment borings should be performed and reviewed to evaluate whether or not potentially expansive soil conditions are present in accordance with Table 18-1-B of the 2001 CBC. The applicant shall comply with all requirements of the CBC and Caltrans's building/design codes governing the proposed road widening.

A site grading plan shall be submitted for review and acceptance by the City before grading permits are issued. The grading plan shall be accompanied by a Soils Report prepared in accordance with the Guidelines for Geotechnical and Geological Reports in the City of Moorpark and Caltrans and signed by a California Registered Civil Engineer and/or a California Registered Geologist.

## **2.2.4 Hazardous Waste/Materials**

### **2.2.4.1 Regulatory Setting**

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of RCRA and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

### **2.2.4.2 Affected Environment**

An Initial Site Assessment (ISA) for this project site was completed by LSA Associates in November 2003 and updated by Tetra Tech in October 2006. The following is a summary of the findings, conclusions, and recommendations from the ISA Update (Tetra Tech 2006).

#### ***Hazardous Substance Storage Or Use***

Only one business that uses and/or stores hazardous wastes is located within the Los Angeles Avenue widening project boundaries: the Chevron gasoline station located at 502 New Los Angeles Avenue. Although this facility handles and stores hazardous wastes as a function of the business, no evidence of spills or releases to the environment was noted.

Additional facilities that handle and store hazardous wastes observed immediately adjacent to the site but not expected to be affected by road construction included the Alliance gasoline station (50 West Los Angeles Avenue) and Anderson Jewelers (5 West Los Angeles Avenue). Although these facilities handle

and store hazardous wastes, no evidence of spills or releases to the environment was noted. It should also be noted that these facilities are located downgradient from the site both topographically and hydrologically; therefore, it is unlikely that any releases would affect the site.

### ***Hazardous Waste Disposal***

No evidence of a release of hazardous materials to grade was observed during reconnaissance of the project site. In addition, no evidence of solid waste disposal at the site was observed. Several businesses located immediately adjacent to the site do handle and store various hazardous wastes; however, none appear to be disposing of these wastes on-site. No indication of on-site disposal was noted during reconnaissance. No evidence of on-site disposal was noted at any of the off-site facilities that handle or store hazardous wastes.

### ***Aboveground and Underground Storage Tanks***

One on-site property that currently utilizes underground storage tanks (USTs) is the Chevron gasoline station at 502 New Los Angeles Avenue. In addition, a UST is believed to have been previously located at 202 East Los Angeles Avenue. The property at 202 East Los Angeles Avenue is now a private residence and shows no visible evidence of a current UST. No aboveground storage tanks (ASTs) were noted on-site during the reconnaissance. No ASTs were noted off-site during the reconnaissance.

### ***Pits, Sumps, Drywells, and Catch Basins***

No pits, sumps, drywells, or catch basins were observed during site reconnaissance. No pits, sumps, drywells, or catch basins were noted in the areas immediately adjacent to the site.

### ***Polychlorinated Biphenyls***

Three pole-mounted transformers were observed along the north side of Los Angeles Avenue between Spring Road and Millard Street. Each transformer examined for any staining (of the transformer itself or the ground beneath the poles). No evidence of transformer staining or ground staining beneath any of the transformers was observed. It is unknown whether these transformers currently or historically contained polychlorinated biphenyls (PCBs). No evidence of PCBs was observed in the area directly adjacent to the site.

### ***Aerially Deposited Lead***

Tetra Tech prepared a Letter Report addressing Aerially Deposited Lead (ADL) for the project site (Tetra Tech 2007). The following is a summary of the findings, conclusions, and recommendations from the Letter Report. Tetra Tech collected soil samples from 12 locations along Los Angeles Avenue. All soil samples were collected in accordance with a Sampling Plan approved by Caltrans. There were no deviations to the approved Sampling Plan. Each soil sample was analyzed for total lead using EPA method SW6010B. In addition, selected soil samples were analyzed for the 17 California Assessment Method (CAM) (Title 22) metals using EPA methods SW6010B and SW7471. The pH of selected soil samples was also determined using EPA method SW9045C. None of the soil samples analyzed contained total lead at a concentration exceeding the Total Threshold Limit Concentration (TTLC) regulatory level of 1,000 mg/kg. Only one sample contained lead at a concentration greater than 50 mg/kg (equivalent to 10 times the Soluble Threshold Limit Concentration (STLC) regulatory of 5 mg/L. This sample was therefore analyzed using the California Waste Extraction Test (CA WET) by EPA method SW3050A (Citrate). The waste extraction test yielded a result of 2.79 mg/L, well below the STLC regulatory level

of 5 mg/L. None of the other detected metal concentrations exceeded the California Title 22 TTLC regulatory levels or 10 times the STLC regulatory levels.

Based on the analytical data and the statistical results, the exposed soils that will be disturbed during the road widening activities at the Site are not considered impacted by ADL. In addition, the soil does not qualify as hazardous under California Title 22. Because the soil does not qualify as hazardous, the DSTC variance will not be invoked and the soil can be reused at the Site without restriction.

### ***Railways***

The Southern Pacific Railroad runs parallel to the site and is located approximately 500 meters (0.31 mile) north of Los Angeles Avenue. The railroad does not intersect the site and no depots or storage yards are located within the site vicinity.

### ***Stained Soils/Stains/Stressed Vegetation***

The majority of the site consists of asphalt with narrow strips of dirt, gravel, and sod along the edges of Los Angeles Avenue. Sidewalks are paved with grass and shrub filled borders. Most vegetation appears to be healthy with no signs of stress. Generally, soils within the site appeared to be unstained.

### ***Odors/ Pools of Liquids***

No odors or pools of liquids were observed during the site reconnaissance.

### **2.2.4.3 Impacts**

Based on the findings of the ISA Update (Tetra Tech 2006), no evidence of hazardous material use, storage, or disposal has been identified at the site and no off-site sources considered likely to impact the site were identified. Based on these findings, no significant concerns related to hazardous materials use, storage, or disposal have been identified at the subject property.

Only the Chevron gas station located at 502 Los Angeles Avenue was defined as having the potential for hazardous materials releases to the site. This property is a RCRA-small quantity generator of hazardous materials, including the contents of four USTs (three containing gasoline and one containing wastewater). The property is located upgradient from the site, therefore any hazardous waste releases could be carried by groundwater into the site area. No releases from this property have been documented to date.

The property located at 202 East Los Angeles Avenue was reported to have contained a UST in 1961. No information was available to Tetra Tech to document whether the UST was removed, was closed in-place, or is still present at the location indicated. The tank historically contained regular fuel. If this UST is still present, it could have an effect on the site groundwater if its original contents (or residual contents) were released.

A number of properties adjacent to the site (off-site) and within a 400-meter (0.25-mile) wide search corridor centered on Los Angeles Avenue were identified as having past, or the potential for, hazardous materials releases; however, due to groundwater flow direction and/or the distance from Los Angeles Avenue, these properties are unlikely to have impacted the site. These off-site properties are described in the ISA Update (Tetra Tech 2006b).

Groundwater is approximately 13 meters (42 feet) below ground surface at the site, and flows to the west-northwest. Hazardous materials releases to groundwater in the site vicinity have occurred downgradient or cross-gradient from the site and are therefore unlikely to have affected the site. Furthermore, hazardous materials released to soils in the site vicinity were localized to areas outside the site area and are therefore also unlikely to have affected the site.

There was no evidence of transformer staining or ground staining beneath any of the three pole-mounted transformers. It is unknown whether these transformers currently or historically contained PCBs. Southern California Edison disclosed to the Environmental Protection Agency (EPA) the highest concentration of PCBs found in their transformers has been between 50 parts per million (ppm) and 100 ppm. These concentrations are well below the EPA designation of 500 ppm as being PCB-containing.

The surrounding urban neighborhood and commercial properties would be maintained in accordance with fire department standards and constantly monitored. The proposed project would further reduce the risk of wildland fires through removal of the existing vegetation and placement of pavement and curbs. This type of environment is less conducive to the spreading of wildland fires. The proposed project would, therefore, create no wildland fire impacts.

#### **2.2.4.4 Avoidance, Minimization and/or Mitigation Measures**

Asbestos-containing materials may be present in some of the structures in the project area that may be demolished or renovated for this project. Two residences—located at 148 East Los Angeles Avenue (APN 506-0-020-060) and 240 East Los Angeles Avenue (APN 506-0-020-120)—may be demolished during this proposed road widening project. An asbestos survey of the two residences will be conducted prior to the start of construction. The City will ensure that an asbestos survey will be conducted by a certified consultant prior to demolition or renovation of any structures within the proposed project area. If asbestos-containing materials are found in the residences, they will be removed and properly disposed of prior to demolition or renovation, in accordance with Ventura County Air Pollution Control District regulations and rules.

The manufacture of lead-based paint (LBP) was banned in 1978; however, because many of the structures on-site were constructed prior to this ban, it is likely that LBP was used on some of the residences or businesses adjacent to the site. Most buildings on Los Angeles Avenue would not be affected by the road widening project, therefore, the presence of LBP on these structures is not expected to impact the project. However, two residences located at 148 East Los Angeles Avenue (APN 506-0-020-060) and 240 East Los Angeles Avenue (APN 506-0-020-120) may be demolished or renovated during this proposed road widening project. If demolition is required, an LBP assessment of the residences proposed for demolition will be completed prior to the start of construction. If LBP is found in the residences, it will be removed and properly disposed of prior to demolition or renovation.

#### **2.2.5 Air Quality**

##### **2.2.5.1 Regulatory Setting**

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), ozone (O<sub>3</sub>), particulate matter (PM), lead (Pb), and sulfur dioxide (SO<sub>2</sub>).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for CO, NO<sub>x</sub>, O<sub>3</sub>, and PM. At the regional level, RTPs are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as the SCAG for Ventura County and the appropriate federal agencies, such as the FHWA, make the determination that the RTP is in conformity with the SIP for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires “hot spot” analysis if an area is “nonattainment” or “maintenance: for CO and/or PM. A region is a “nonattainment” area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called “maintenance” areas. “Hot spot” analysis is essentially the same, for technical purposes, as CO or PM analysis performed for National Environmental Policy Act (NEPA) and CEQA purposes. Conformity does include some specific standards for projects that require a “hot spot” analysis. In general, projects must not cause the CO standard to be violated, and in “nonattainment” areas the project must not cause any increase in the number and severity of violations. If a known CO or PM violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

***Applicable Regulations and Rules***

Ventura County Air Pollution Control District (VCAPCD) regulations and rules applicable to the proposed project are listed in Table 16.

**Table 16  
Applicable VCAPCD Air Quality Compliance Rules**

<b>Regulation</b>	<b>Description</b>
Regulation III Rule 42.5	Asbestos Removal Fee
Regulation IV Rule 51	Nuisance
Regulation IV Rule 52	Particulate Matter – Concentration (Grain Loading)
Regulation IV Rule 53	Particulate Matter –Process Weight
Regulation IV Rule 54	Sulfur Compounds
Regulation XI Rule 55	Fugitive Dust (Draft proposed adoption date 2008)
Regulation IV Rule 57	Particulate Matter Emissions from Fuel Burning Equipment
Regulation IV Rule 62.7	Asbestos – Demolition and Renovation
Regulation IV Rule 64	Sulfur Content of Fuels
Regulation IV Rule 69	Asphalt Air Blowing
Regulation XI Rule 220	Conditional Approval of Authority to Construct or Permit to Operate
Regulation XI Rule 221	Transportation Conformity

**Source:** Ventura County Air Pollution Control District (2007).

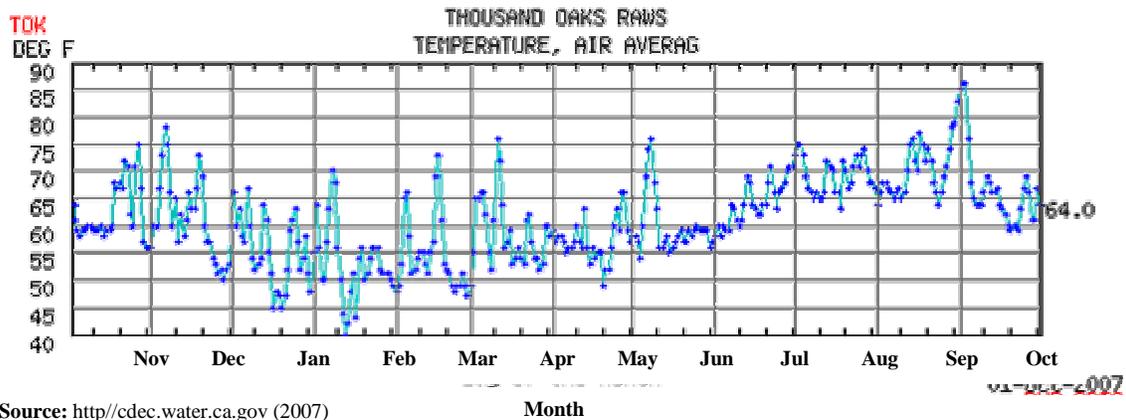
### 2.2.5.2 Affected Environment

Air quality within the County is affected by the concentrations of various pollutants in the atmosphere. The amount of pollutants in the atmosphere is, in turn, affected by the interaction of three factors: local topography, the prevailing meteorological conditions, and the amount of pollution emitted into the atmosphere.

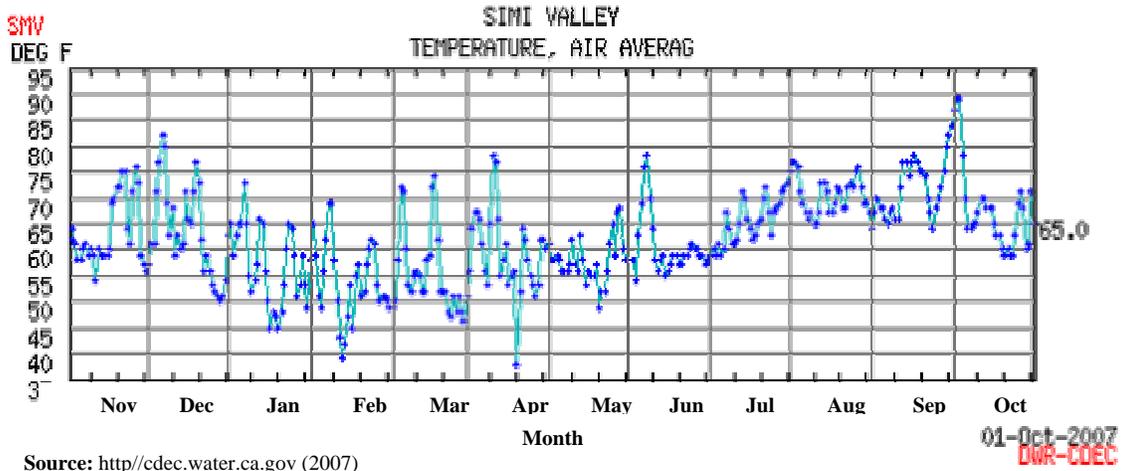
#### *Meteorology and Climatology*

Ventura County topography consists of the coastal shore, the coastal plain, coastal mountain ranges, and several inland valleys. The Los Padres National Forest lies along the northern part of the County where the terrain is mountainous with altitudes reaching up to 2,682 meters (8,800 feet). The Pacific Ocean borders the County in the south where altitude is sea level. Consequently, temperature and precipitation throughout the County vary with elevation.

The City of Moorpark lies in the southern part of the County where the climate is Mediterranean or dry summer subtropical. The weather is cool and wet from November through April and warm and dry from May through October. The Pacific Ocean, which borders the County on the southwest, has a moderating effect on temperature fluctuations. The mean temperature in the City area ranges from 6.8 to 23.9 degrees Celsius (44.3 to 75.1 degrees Fahrenheit). There are two air quality monitoring stations located within ten miles of the project site; Simi-Valley Cochran Street Station approximately ten miles to the east and Thousand Oaks-Moorpark Station approximately five miles to the south. The climate and meteorological data from these two stations are provided below. The average daily temperature recorded at nearby meteorological stations in Thousand Oaks and Simi Valley ranges from 40 to 86 and 38 to 89 degrees Fahrenheit (°F), respectively. Average temperature data are presented in Figure 10 and Figure 11, respectively.



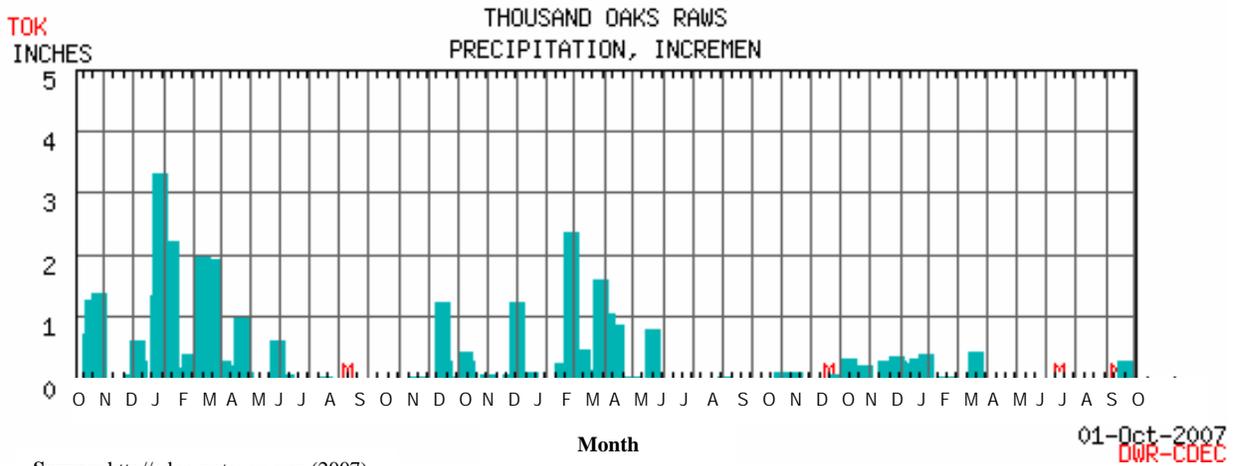
**Figure 10** Average Temperature in Thousand Oaks, California



Source: <http://cdec.water.ca.gov> (2007)

**Figure 11 Average Temperature in Simi Valley, California**

Average annual rainfall for the area is 16 inches, most of which falls between November and April. The incremental rainfall recorded at nearby meteorological stations in Thousand Oaks and Simi Valley are presented in Figure 12 and Figure 13, respectively. The maximum rainfall in 2007 ranges from 0.42 to 2.53 inches, respectively.



Source: <http://cdec.water.ca.gov> (2007)

**Figure 12 Incremental Rainfall in Thousand Oaks, California**



**Table 17**  
**Ozone Air Quality Summary for the Simi Valley–Cochran Street Station**

Year	Standards Exceeded (number of days)			Maximum Concentration (ppm)	
	1hr state	1hr federal	8 hr federal	1hr-average	8hr-average
2006	14	1	13	.130	.104
2005	13	0	10	.121	.094
2004	18	0	11	.122	.098

Source: California Air Resources Board, California Air Quality Data - <http://www.arb.ca.gov/aqd/aqdpag.htm> (9/25/07)

**Table 18**  
**Ozone Air Quality Summary for the Thousand Oaks-Moorpark Road Station**

Year	Standards Exceeded (number of days)			Maximum Concentration (ppm)	
	1hr state	1hr federal	8 hr federal	1hr-average	8hr-average
2006	2	0	0	.096	.082
2005	2	0	0	.109	.082
2004	5	0	4	.108	.090

Source: California Air Resources Board, California Air Quality Data - <http://www.arb.ca.gov/aqd/aqdpag.htm> (9/25/07)

A summary of the most recent three years of PM<sub>10</sub> and PM<sub>2.5</sub> monitoring data for these stations is shown on Table 19 and Table 20. These data indicate better air quality at the Thousand Oaks-Moorpark Station than the Simi-Valley Cochran Street Station. These data also indicate improving air quality at the Simi-Valley Cochran Street Station while the data is insufficient to indicate a trend for the Thousand Oaks-Moorpark Station

**Table 19**  
**PM Air Quality Summary for the Simi Valley–Cochran Street Station**

Year	Standards Exceeded (number of days)			Maximum Concentration (ppm)	
	PM <sub>10</sub>		PM <sub>2.5</sub>	Annual Average	
	24-hr state <sup>1</sup>	24-hr federal <sup>2,3</sup>	24 hr federal <sup>4</sup>	state	federal
2006	6.5	0	0	21.9	22.4
2005	6.6	0	0	24.6	24.4
2004	ND	0	0	ND	26.3

Source: California Air Resources Board, California Air Quality Data - <http://www.arb.ca.gov/aqd/aqdpag.htm> (9/25/07)  
ND = Insufficient data to determine value

- Notes:
- Standard for state PM<sub>10</sub> is 50 µg/m<sup>3</sup>
  - Standard for federal PM<sub>10</sub> is 150 µg/m<sup>3</sup>
  - Due to a lack of evidence linking health problems to long-term exposure to coarse particle pollution, the federal agency revoked the annual PM<sub>10</sub> standard in 2006 (effective December 17, 2006).
  - The 2004 and 2005 federal standard for PM<sub>2.5</sub> is 65 µg/m<sup>3</sup>. The 2006 federal standard for PM<sub>2.5</sub> is 35 µg/m<sup>3</sup>.

**Table 20**  
**PM Air Quality Summary for the Thousand Oaks-Moorpark Road Station**

Year	Standards Exceeded (number of days)			Maximum Concentration (ppm)	
	PM <sub>10</sub>		PM <sub>2.5</sub>	Annual Average	
	24 hr state <sup>1</sup>	24 hr federal <sup>2,3</sup>	24 hr federal <sup>4</sup>	state	federal
2006	ND	ND	0	ND	ND
2005	ND	ND	0	ND	ND
2004	ND	ND	0	ND	17.7

**Source:** California Air Resources Board, California Air Quality Data - <http://www.arb.ca.gov/aqd/aqdpag.htm> (9/25/07)  
ND = Insufficient data to determine value

**Notes:**

1. Standard for state PM<sub>10</sub> is 50 µg/m<sup>3</sup>
2. Standard for federal PM<sub>10</sub> is 150 µg/m<sup>3</sup>
3. Due to a lack of evidence linking health problems to long-term exposure to coarse particle pollution, the federal agency revoked the annual PM<sub>10</sub> standard in 2006 (effective December 17, 2006).
4. The 2004 and 2005 federal standard for PM<sub>2.5</sub> is 65 µg/m<sup>3</sup>. The 2006 federal standard for PM<sub>2.5</sub> is 35 µg/m<sup>3</sup>.

### 2.2.5.3 Air Quality Conformity

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve federal actions to support programs or projects that are not first found to conform to State Implementation Plan (SIP) for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

#### *Regional Air Quality Conformity*

A project is deemed to meet regional conformity if the design and scope of the proposed project are the same as described in the RTP and Regional Transportation Improvement Program (RTIP).

The proposed project has project identification number VEN34089 and is described as “*Los Angeles Avenue Spring Street to Route 23 (Moorpark Avenue) widen from 4 to 6 lanes.*”

The proposed project is fully funded and is in the Destination 2030: 2004 RTP adopted in April 2004 (SCAG 2004), which was found to conform by the Southern California Association of Governments (SCAG) on April 1, 2004, and Federal Highway Administration (FHWA) and Federal Transit Agency (FTA) adopted the air quality conformity finding on June 7, 2004. The proposed project is also included in SCAG financially constrained 2006 RTIP (SCAG 2006), Volume 3, The SCAG 2006 RTIP was found to conform by FHWA and FTA on October 2, 2006. The design concept and scope of the proposed project are consistent with the project description in the 2006 RTIP, 2004 RTP, and the assumptions in the SCAG regional emissions analysis.

#### *Project Level Conformity*

If a project is located in a nonattainment or maintenance area for a given pollutant, then additional air quality analysis and reduction measures in regard to that pollutant is required. The following sections address attainment status and required analysis for nonattainment in Ventura County.

### ***Applicable Standards and Region Attainment Status***

The EPA classifies air quality within each Air Quality Control Region (AQCR) with regard to its attainment of federal primary and secondary NAAQS. According to U.S. EPA guidelines, an area with air quality better than the NAAQS for a specific pollutant is designated attainment for that pollutant. Any area not meeting ambient air quality standards is classified nonattainment. When there is a lack of data for the U.S. EPA to define an area, the area is designated unclassified and treated as an attainment area until proven otherwise. Pollutant concentrations within the Ventura Air Basin atmosphere are assessed relative to the federal and state ambient air quality standards.

The County is in attainment for all standards except the federal standard for 1-hour O<sub>3</sub>, the federal and state standards for 8-hour O<sub>3</sub>, and the state 24-hour and annual average standards for PM less than 10 microns in diameter (PM<sub>10</sub>); it is not designated for PM less than 2.5 microns in diameter (PM<sub>2.5</sub>). Applicable national and California Ambient Air Quality Standards (CAAQS) and attainment status in Ventura County is summarized in Figure 14.

### ***Ozone Nonattainment***

Ozone is not produced directly by any pollutant source. Instead, it is formed by a reaction between nitrogen oxides (NO<sub>x</sub>) and reactive organic compounds (ROCs) in the presence of sunlight. A reduction in O<sub>3</sub> is dependent on a reduction in NO<sub>x</sub> and ROC emissions. Significant reduction in NO<sub>x</sub> and ROC emissions can be achieved through reducing the number of vehicle trips. Reduction of these pollutants has the added benefit of reducing the concentration of entrained PM<sub>10</sub> and PM<sub>2.5</sub> emissions.

Ozone concentrations are generally highest during the summer months and coincide with atmospheric inversions. At their maximum, O<sub>3</sub> concentrations tend to be regionally distributed. This is due to the homogeneous dispersion of the precursor emissions in the atmosphere. Hence, when an inversion occurs, the mixing of the precursor pollutants is within a much smaller volume of air

Ventura County was classified as a severe nonattainment area for the federal 1-hour ozone standard in November 1990. However, emission controls have improved the long-term air quality trends, decreasing the number of days over the federal 1-hour standard. The region achieved the former federal 1-hour ozone standard during the 2000–2002 and the 2001–2003 periods. In 2004 and 2005, Ventura County experienced no exceedances of the federal 1-hr ozone standard.

In June 2004, the United States Environmental Protection Agency's (U.S. EPA) more health-protective 8-hour ozone standard went into effect. The federal 1-hour ozone standard was revoked one year later on June 15, 2005. Based on the more protective 8-hour standard, Ventura County exceeded the ozone standard on 17 days in 2004 and 11 days in 2005; 15 of the 17 exceedances for 2004 and 10 of the 11 exceedances for 2005 occurred at the Simi Valley regional area.

Under the federal 8-hour standard, Ventura County is classified as a moderate nonattainment area (excluding the Channel Islands of Anacapa and San Nicolas Islands which are unclassified/attainment), with a 2010 attainment deadline. The District is required to prepare an 8-hour ozone State Implementation Plan (SIP) by June 2007.

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards <sup>1</sup>		Federal Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O <sub>3</sub> )	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )		0.08 ppm (157 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> )	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		—		
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour	No Separate State Standard		35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	15 µg/m <sup>3</sup>		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		—		
Nitrogen Dioxide (NO <sub>2</sub> ) *	Annual Arithmetic Mean	0.030 ppm (56 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (338 µg/m <sup>3</sup> )		—		
Sulfur Dioxide (SO <sub>2</sub> )	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m <sup>3</sup> )	—	Spectrophotometry (Pararosaniline Method)
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (365 µg/m <sup>3</sup> )	—	
	3 Hour	—		—	0.5 ppm (1300 µg/m <sup>3</sup> )	
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )		—	—	
Lead <sup>8</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	—	—	—
	Calendar Quarter	—		1.5 µg/m <sup>3</sup>	Same as Primary Standard	High Volume Sampler and Atomic Absorption
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence			
Vinyl Chloride <sup>8</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography			

\* The Nitrogen Dioxide ambient air quality standard was amended on February 22, 2007, to lower the 1-hr standard to 0.18 ppm and establish a new annual standard of 0.030 ppm. These changes become effective after regulatory changes are submitted and approved by the Office of Administrative Law, expected later this year.

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (02/22/07)

Figure 14 Ambient Air Quality Standards

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM 10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$  is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

For information please call ARB-PIO at (916) 322-2990

California Air Resources Board (02/22/07)

### Figure 14 Ambient Air Quality Standards (Continued)

Ventura County is also a severe nonattainment area for the State 1-hour ozone standard. State air quality standards are more health protective than the federal standards (ARB approved a new State 8-hour ozone standard in April 2005, with special consideration for children's health. The State 1-hour ozone standard is retained.) Even so, improvements in long-term air quality trends have reduced exceedances of the State 1-hour standard from 99 days in 1990 to 17 days in 2005.

#### *CO "Hot Spot" Analysis*

Transportation-related projects raise a concern about the creation of a CO "hot spot" because CO is emitted as a component of vehicular exhaust. The CO from vehicular exhaust may cause excessive and unacceptable concentrations of CO to accumulate near the vehicular traffic. The accumulation is greatest

in the vicinity of slow moving and/or idling vehicles and is therefore a concern near congested roadways and intersections.

The potential for the proposed project to create a CO “hot spot” was evaluated in accordance with the *Transportation Project-Level Carbon Monoxide Protocol* (Garza 1997, herein referred to as CO Protocol). The CO Protocol’s process flow used in this analysis is presented in the *Air Quality Technical Study* (Tetra Tech 2008). The determinations below were made to render the proposed project satisfactory. The proposed project is:

- Not exempt from all emissions analysis;
- Not exempt from regional emission analyses;
- Defined as regionally significant;
- Not in federal attainment area;
- Included in the 2006 RTP and TIP;
- Design concept and/or scope has not changed significantly from regional analysis;
- Not expected to worsen air quality; and
- Project satisfactory and no further analysis is needed.

Following the process to Level 7 of the CO Protocol analysis process, it was concluded that the proposed project requires no further analysis because it does not worsen air quality. Per the CO Protocol, projects which are not considered likely to worsen air quality are satisfactory and require no further analysis. A project is considered likely to worsen air quality if the project significantly:

- Increases the percentage of vehicles operating in cold start mode;
- Increases traffic volumes; or
- Worsens traffic flow.

The percentage of vehicles operating in cold start mode is forecast to remain the same with or without the proposed project for all hours of the day. Traffic volumes are forecast to remain unchanged with implementation of the proposed project for all hours of the day. Traffic congestion is forecast to remain the same or improve at all roadway and intersections affected by the proposed project (Austin-Foust 2007). Because the proposed project does not meet any of the criteria for a project likely to worsen air quality, the proposed project is satisfactory and requires no further analysis.

#### ***Particulate Matter “Hot Spots” Analysis***

The proposed project is located in Ventura County, which is not in a federal PM<sub>2.5</sub> and PM<sub>10</sub> nonattainment or maintenance area; therefore the proposed project requires no further analysis relative to PM<sub>2.5</sub> and PM<sub>10</sub>. The project adequately meets the conformity requirements stated in the Clean Air Act section 176(c)(1)(B), which is the statutory criterion that must be met by all projects in nonattainment and

maintenance areas that are subject to transportation conformity. Section 176(c)(1)(B) states that federally-supported transportation projects must not "cause or contribute to any new violation of any standard in any area; increase the frequency or severity of any existing violation of any standard in any area; or delay timely attainment of any standard or any required interim emission reductions or other milestones in any area."

To meet statutory requirements, the March 10, 2006 final rule requires PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot analyses to be performed for projects of air quality concern. Qualitative hot-spot analyses would be done for these projects before appropriate methods and modeling guidance are available and quantitative PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot analyses are required under 40 CFR 93.123(b)(4). In addition, through the final rule, EPA determined that projects not identified in 40 CFR 93.123(b)(1) as projects of air quality concern have also met statutory requirements without any further hot-spot analyses (40 CFR 93.116(a)).

The proposed project is not expected to be of concern to the air quality. The March 10, 2006 final rule provided provisions for any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F. Therefore, a qualitative hot-spot analysis is not required for the proposed project.

In order to ensure attainment with federal PM<sub>2.5</sub> and PM<sub>10</sub> attainment levels, the project-level mitigation or control measures to reduce PM<sub>2.5</sub> and PM<sub>10</sub> will be established and will conform to Ventura Air Pollution Control District Rules and Regulations. Standard PM mitigation measures will be incorporated during the construction portion of the proposed alternative.

### ***Mobile Source Air Toxics Analysis***

The Mobile Source Air Toxics (MSATs) analysis was conducted in accordance with the *Interim Guidance on Air Toxic Analysis in NEPA Documents* (FHWA 2006). The MSAT analysis is included in the *Air Quality Technical Study* (Tetra Tech 2008) and summarized below.

MSATs are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The proposed project is most appropriately considered category two, a project requiring qualitative analysis of MSATs. The qualitative analysis presented in the *Air Quality Technical Study* (Tetra Tech 2008) is based on prototype language provided in Appendix B of the FHWA guidance.

Because the estimated VMT under both alternatives are nearly the same it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

#### **2.2.5.4 Impacts**

The following environmental issues were considered; no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

- A CO “hot spot” is not expected to result from the implementation of the proposed project. The proposed project is not expected to worsen air quality.
- The PM<sub>2.5</sub> and PM<sub>10</sub> “hot” analyses does not apply due to the proposed project being located in a federal attainment area for PM<sub>2.5</sub> and PM<sub>10</sub>. The proposed project is not expected to be of concern to the air quality.
- The MSAT analysis indicates that implementation of the proposed project is not likely to cause a significant increase in MSAT emissions. The MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

#### ***Construction Impacts***

Construction activities that would be conducted at the proposed project’s site would include surface preparation, compacting, and asphalt and concrete paving. The pollutants that are anticipated to result from construction of the proposed project are NO<sub>x</sub>, SO<sub>2</sub>, CO, PM<sub>10</sub>, and ROC. The proposed project is anticipated to be completed in 6 months. Air quality impacts from the construction activities are calculated based on a completion period of 6 months.

Different types of heavy equipment would be used throughout the construction phase of the proposed project. During construction, it is estimated that not all equipment would operate simultaneously. In addition, construction-related mobile source emissions would include mobile equipment traveling on-site and off-site, and construction workforce vehicles. For the proposed project, resulting emissions from site preparation are generated from wind erosion, dirt piling, material handling, and entrained PM<sub>10</sub> emissions from passenger vehicle and truck travel. Resulting emissions from construction activities are presented in the *Air Quality Technical Study* (Tetra Tech 2008).

Currently, quantitative thresholds are not in place for short-term/construction impacts occurring in the County. However, projects within the County that have the potential to result in short-term impacts on the region’s air quality are required to adhere to VCAPCD emission mitigation measures.

Emissions associated with site preparation and roadway construction activities were estimated using URBEMIS 2007 (Version 9.2.0). Emission sources include fugitive dust emissions from site grading activities, reactive organic gas (ROG) emissions from asphalt paving, and exhaust emissions from heavy duty equipment used for both site grading and paving activities. The estimated construction related emissions are shown on Table 21

Technical assumptions used in the URBEMIS model and the modeling results are presented in the *Air Quality Technical Study* (Tetra Tech 2008).

#### ***Operational Impacts***

Area sources generating incremental air quality impacts associated with the proposed project include landscape maintenance equipment such as lawn mowers, shredders/grinders, blowers, and trimmers.

**Table 21  
Construction Emissions**

<b>Pollutant</b>	<b>Emission (lb/day)</b>	<b>VCAPCD Threshold* (lb/day)</b>
ROG	6.19	25
NO <sub>x</sub>	43.82	25
CO	25.24	NA
SO <sub>2</sub>	0.00	NA
PM <sub>10</sub>	12.83	NA

\*Project is not in the Ojai planning area

Source: Ventura County Air Quality Assessment Guidelines

The VCAPCD threshold of significance for long-term/operational emissions is 25 pounds per day of either NO<sub>x</sub> or ROC. Long-term/operational air impacts are defined as the proposed project's operational emissions. The traffic study conducted for the proposed project indicates that traffic volumes are not forecast to increase significantly with implementation of the proposed project and traffic congestion is forecast to remain the same or improve at all roadway and intersections affected by the proposed project (Austin-Foust 2007). Since an increase in operational emissions is not expected as a result of proposed project implementation, long-term operational emissions were not calculated.

### ***Cumulative Impacts***

The CEQA refers to cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” According to the Ventura County Air Quality Assessment Guidelines (VCAQAG), a project is considered to have a significant cumulative adverse air quality impact if that project either is not consistent with the AQMP (VCAPCD 2004) or exceeds established thresholds. The proposed project is consistent with the AQMP based on the criteria established in the VCAQAG. The proposed project is not expected to violate any air quality standard or contribute substantially to an existing or projected air quality violation. No adverse impact is expected to result from the implementation of the proposed project.

### **2.2.5.5 Avoidance, Minimization and/or Mitigation Measures**

Since the air pollutant levels in Ventura County exceed the state and federal ozone standards and the state PM10 standard, The VCAPCD recommends implementation of both “Fugitive Dust” and “ROC and NOX” construction mitigation measures

#### ***Fugitive Dust Mitigation Plan***

In order to mitigate the particulate matter emissions associated with the construction phase of the proposed project, the following fugitive dust mitigation plan will be implemented:

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 sufficiently to minimize fugitive dust during grading activities.

3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
  - a) All trucks shall be required to cover their loads as required by California Vehicle Code §23114.
  - b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
4. Graded and/or excavated inactive areas of the construction site shall be monitored by (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.
5. Signs shall be posted on-site limiting traffic to 15 miles per hour or less.
6. 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.
7. 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.
8. Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

***ROC and NO<sub>x</sub> Construction Mitigation Plan***

1. Minimize equipment idling time.
2. Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.
3. Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.
4. Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.

## 2.2.6 Noise

### 2.2.6.1 Regulatory Setting

Under CEQA, a substantial noise increase may result in a significant adverse environmental effect. If so, the noise increase must be mitigated or identified as a noise impact for which no feasible mitigation is available. Specific economic, social, environmental, legal, and technological conditions may make noise mitigation measures infeasible.

#### *Caltrans Noise Standards*

**Traffic Noise Analysis Protocol for New Highway Construction Projects.** Projects governed by Caltrans Noise Assessment Protocol are considered Type 1; a noise analysis is required for all Type 1 projects. A Type 1 project is defined in the 23 CFR 772 as follows:

- Proposed federal or federal aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway, which changes either the horizontal or vertical alignment or increases the number of through traffic lanes.

In accordance with the Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, October 1998*, a noise impact occurs when the future noise level associated with the project results in a substantial increase in noise level (defined as a 12 A-weighted decibels [dBA] or more increase) or when the future noise level associated with the project approaches or exceeds the Noise Abatement Criteria (NAC) (Table 22).

**California Streets and Highways Code, Section 216.** Section 216 of the California Streets and Highway Code contains provisions for regulating noise levels affecting classrooms, libraries, multipurpose rooms, and spaces used for pupil personnel services of a public or private elementary or secondary school. The code states that if interior noise levels produced by freeway traffic, or by the construction of a freeway exceeds 52 dBA, Caltrans will undertake a noise abatement program in any such classroom, library, multi-purpose room, or space used for pupil personnel service to reduce the freeway traffic noise level therein to 52 dBA Leq, or less. Measures include but are not limited to installing acoustical materials, eliminating windows, installing air conditioning, or constructing sound baffle structures.

**Table 22**  
**Noise Abatement Criteria**

Activity Category	NAC	
	Hourly A-Weighted Noise Level, dBA Leq (h)	Description of Activities
A	57 Exterior	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 if the area is to continue to serve its intended purpose
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 above
D	---	Undeveloped lands.
E	52 Interior	Residence, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums

**Notes:** dBA: A-weighted decibel scale which simulates the range of sound that is audible by the human ear.

Leq: The long-term A-weighted sound level. This describes a time varying noise energy as a steady noise level.

### ***City of Moorpark Noise Standards***

**Noise Element of the General Plan.** The City's Noise Standards are contained in the City's General Plan Noise Element (City of Moorpark 1998). These standards address transportation-related noise impacts for various land use categories. For residential land use, the exterior noise standard is 65 dBA Community Noise Equivalent Level (CNEL) and the interior noise standard is 45 dBA CNEL (City of Moorpark 1998). The CNEL includes a 5-decibel penalty for evening noise (7:00 pm to 10:00 p.m.) in addition to the 10-decibel "penalty" for nighttime noise.

**Municipal Code.** The City's Municipal Code limits hours of construction to the hours of 7:00 a.m. to 7:00 p.m. on weekdays and prohibits construction on weekends and legal holidays (City of Moorpark 2003).

The FHWA Traffic Noise Model (TNM 2.5) calculates Leq(h) for the loudest hour of the day. The two 24-hr measurements for this project indicated that the CNEL level is equal to Leq(h). Using an "approach or exceed" criteria of within 2 dB of the NAC for Caltrans Activity Category B will allow the City's standards and Caltrans standards to be compatible. However, it is Caltrans current policy to define "approach" as to within 1 dBA.

#### **2.2.6.2 Affected Environment**

A *Noise Impact Analysis* was performed in support of the proposed project by Acentech in 2006 (Acentech 2007). This description of the affected environment is summarized from the technical study.

The land uses along Los Angeles Avenue between Moorpark Avenue and Spring Road include commercial land uses at the east and west ends of the project area with multi-family, single family, and undeveloped land uses in between. The existing noise conditions within the proposed project area and surrounding area are dominated by the traffic on Los Angeles Avenue.

The first row of noise receivers from the roadway includes 22 one-story single family units, 15 two-story single family units, and three multi-family buildings containing 18 first floor units. The multi-family buildings have second story units. Flory Avenue School is located about 91.4 meters (300 feet) north of Los Angeles Avenue.

Background noise measurements were conducted to document existing noise levels at a representative location, 312 Sarah Avenue, approximately 304.8 meters (1,000 feet) north of the project alignment. The measured background noise was 56 dBA.

Existing noise levels were measured at four representative locations. These noise levels were used to calibrate the noise prediction model with concurrent traffic counts and to establish the hour of highest noise levels. In addition to the four measurement locations, 44 representative receptors (R) were evaluated for potential noise impacts resulting from the proposed project (Figures 15a and 15b). Of these 48 modeled locations, one is a full ROW acquisition (R3). Three modeled locations were not developed or else represented a measurement location. The existing noise levels approached within 1 dBA or exceeded the NAC at eight locations. Traffic noise in the project area was found to peak between 7:00 a.m. and 3:00 p.m.

### **2.2.6.3 Impacts**

#### ***Short-term Construction Noise***

Two types of short-term noise impacts would occur during project construction:

- Construction crew commutes and the transport of construction equipment and materials to the project site would incrementally raise noise levels on access roads leading to the site. The pieces of heavy equipment for grading and construction activities would be moved on site for the duration of each construction phase, and would not add to the daily traffic volume in the project vicinity. A high single event noise exposure potential at a maximum level of 87 dBA L<sub>max</sub> from trucks passing at 15 meters (50 feet) would exist. L<sub>max</sub> is the highest instantaneous sound level measured during a specified period. However, the projected construction traffic would be small when compared to existing traffic volumes on Los Angeles Avenue and other affected streets, and its associated long-term noise level change would not be perceptible. Short-term construction related worker commutes and equipment transport noise impacts would be less than substantial.
- Noise would be generated during excavation, grading, and roadway construction. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated and, therefore, the noise levels along the project alignment as construction progresses.

Typical noise levels at 15 meters (50 feet) from an active construction area range up to 91 dBA L<sub>max</sub> during the noisiest construction phases. The site preparation phase, which includes grading and paving, tends to generate the highest noise levels, because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three or four minutes at lower power settings.

Construction of the proposed project is expected to require the use of earthmovers, bulldozers, water trucks, and pickup trucks. Noise associated with the use of construction equipment is estimated between 79 and 89 dBA L<sub>max</sub> at a distance of 15 meters (50 feet) from the active construction area for the grading phase. The worst case composite noise level at the nearest residence during this phase of construction would be 91 dBA L<sub>max</sub> (at a distance of 15 meters (50 feet) from an active construction area). If the pile driving is conducted concurrently with the site preparation, the construction site could potentially generate noise levels of 93 dBA L<sub>max</sub> at a distance of 15 meters (50 feet).

The closest sensitive receptor locations are located 15 meters (50 feet) from the project construction areas. Therefore, these receptor locations may be subject to short-term noise reaching 93 dBA L<sub>max</sub> generated by construction activities along the project alignment.

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Figure 15a Monitor and Receptor Locations, West End

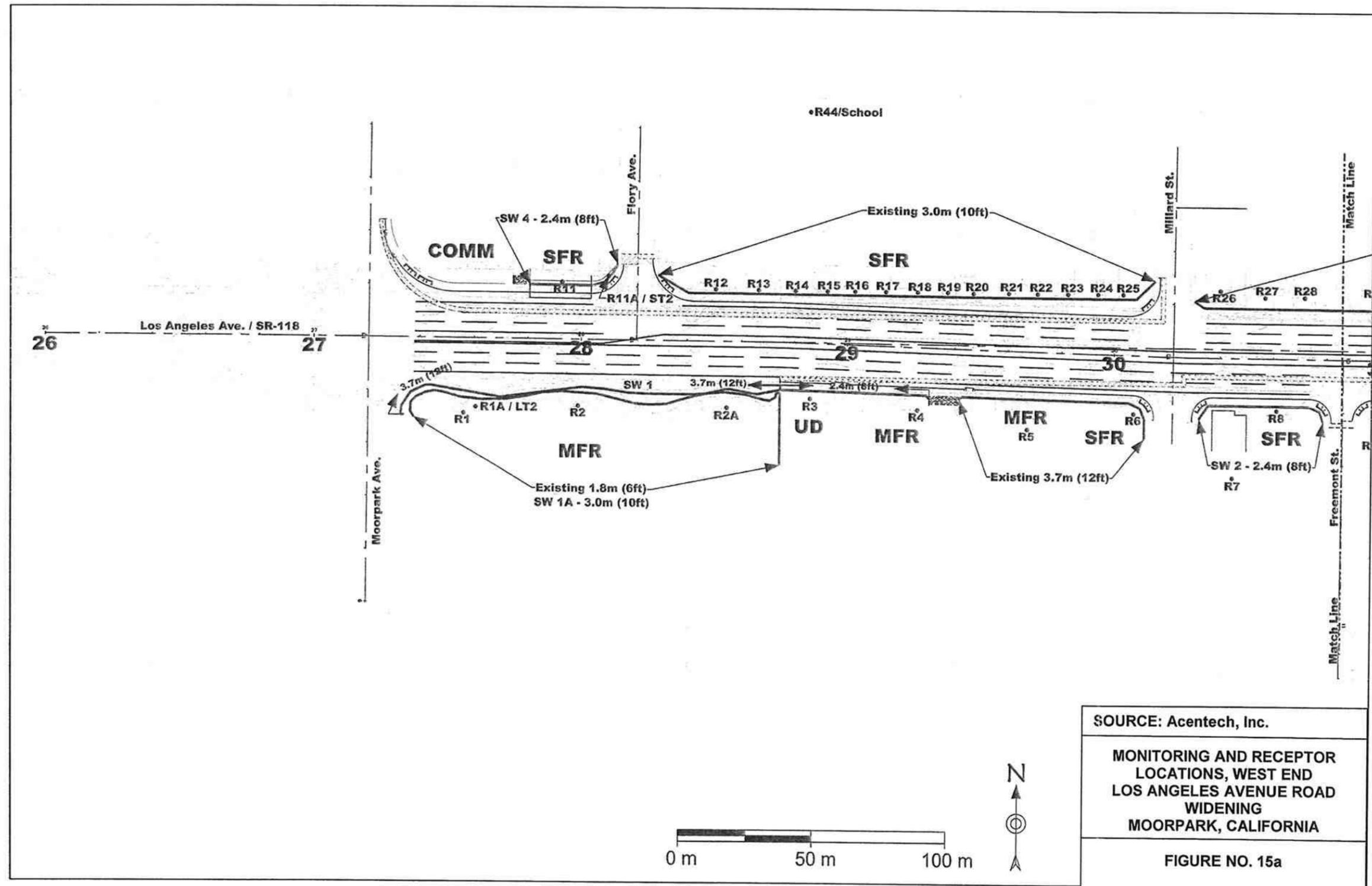
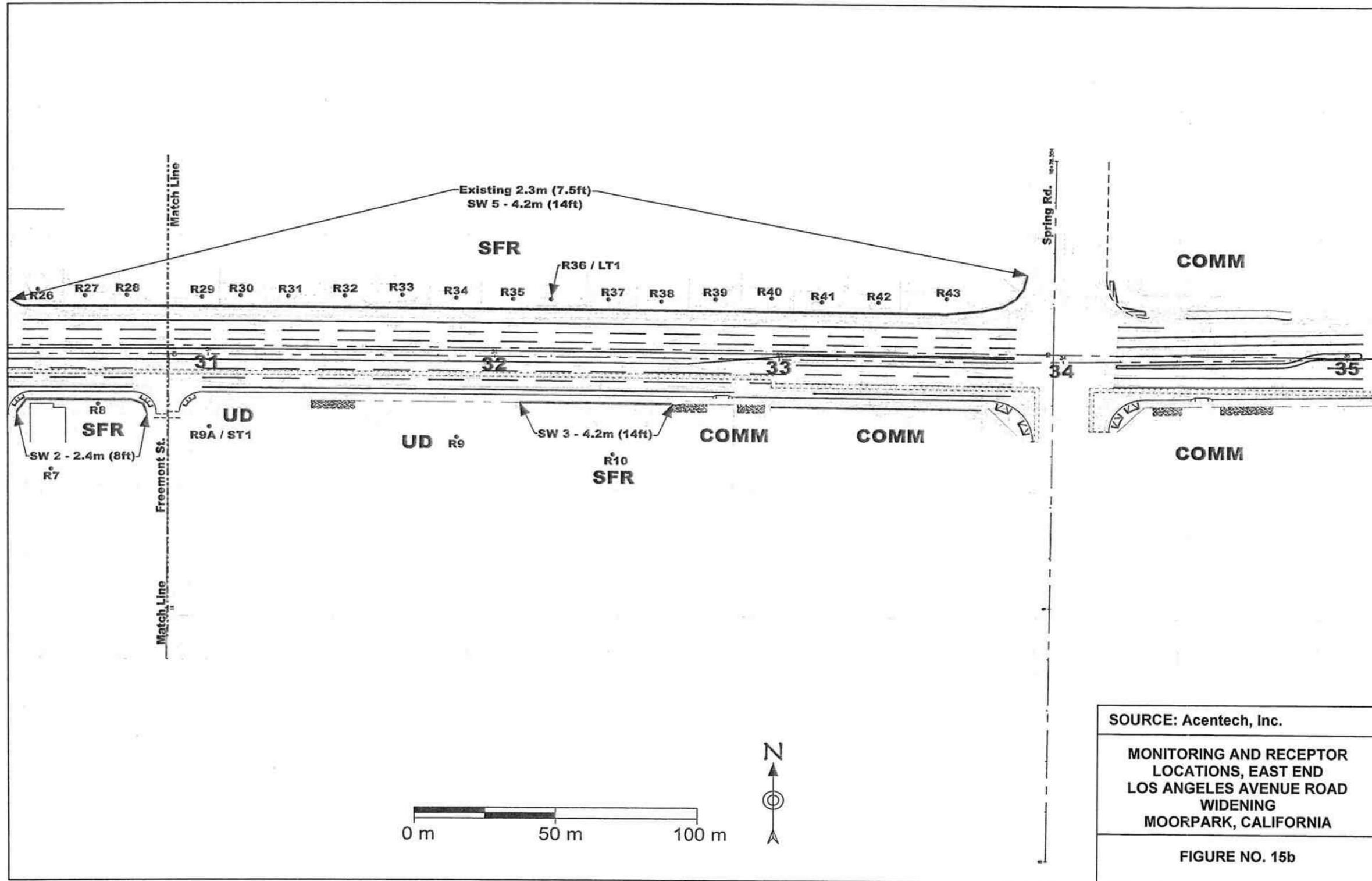


Figure 15b Monitor and Receptor Locations, East End



**Figure 15a**    **Monitor and Receptor Locations, West End**  
( 11 x 17)

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**Figure 15b**    **Monitor and Receptor Locations, East End**  
( 11 x 17)

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***Long-term Operational Noise***

Future traffic conditions were evaluated for the proposed project alternatives: future (2025) no build and future (2025) build. Future year 2025 noise levels were determined without soundwalls. Please refer to the *Noise Impact Analysis* (Acentech 2007) for details on the modeling analysis. Of the 48 modeled locations:

- One will be acquired by the project (R3);
- Three were not developed or else represented a measurement location;
- Seventeen locations would not qualify for abatement (were less than 66 dBA Leq(h)); and
- Twenty-seven would approach or exceed the NAC.

No receptor locations would experience a substantial increase over their corresponding existing modeled noise levels.

Soundwalls were analyzed for all receptor locations that would be exposed or would continue to be exposed to traffic noise levels that approach or exceed the NAC. The following locations would be exposed to noise levels that approach or exceed the NAC (Figures 15a and 15b; Table 23):

- R1, R1A and R2. These receptor (R) locations represent existing multifamily residences in the Fountains Apartments on the corner of Los Angeles Avenue/Moorpark Avenue. A 2 meter (6 foot) wall along the residential property line/ROW currently exists to protect these residences. Two soundwall alternatives were considered; one along the ROW (Soundwall [SW] 1) and the other replacing the existing wall, which is on the apartment property (SW1A).
- R3 and R4. These receptor locations represents existing multifamily residences on Los Angeles Avenue. There is no existing wall for R3 and R4. R3 would be acquired if the proposed project is implemented. One soundwall (SW1) was modeled for this location, extending from the Fountains Apartments.
- R7 and R8. R7 is located behind an existing building and there is no existing wall for R8. These two single family residences face the east bound side of Los Angeles Avenue and unless they can rearrange their garage access, a soundwall may not be feasible to abate traffic noise. One soundwall (SW2) was modeled for this location.
- R10. This is a single family residence on the east bound side of Los Angeles Avenue. The area east of this residence is commercial land use. One soundwall (SW3) was modeled for this location.
- R11. This is a single family residence on the west bound side Los Angeles Avenue. The area west of this residence is commercial land use. One soundwall (SW4) was modeled for this location.

Table 23 Noise Analysis Summary

REC. NO.	LAND USE <sup>2</sup>	EXISTING NOISE LEVELS <sup>1,3</sup> Leq(h), dBA	FUTURE PEAK HOUR NOISE LEVELS, Leq(h), dBA <sup>1</sup>														BARRIER No/ LOCATION	
			FUTURE "NO-BUILD"	PROJECT "BUILD" WITHOUT BARRIER	ACTIVITY CATEGORY and NAC ( )	IMPACT TYPE (S, A/E or NONE) <sup>4</sup>	NOISE PREDICTION WITH BARRIER AND BARRIER INSERTION LOSS (I.L.)											
							1.8 m (6 ft)		2.4 m (8 ft)		3.0 m (10 ft)		3.7 m (12 ft)		4.2 m (14 ft)			
							Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.		
R 1A	W	MFR	67 <sup>M, LT2/CAL</sup>	68	71	B (67)	A/E	71	0	68	3	65	6	63 <sup>R,5,T</sup>	8	62	9	Soundwall 1 R/W
R 1	W	MFR	69 <sup>E</sup>	70	72	B (67)	A/E	72	0	69	3	66	6	64 <sup>R,5,T</sup>	8	63	9	
R 2	W	MFR	66 <sup>E</sup>	67	69	B (67)	A/E	70	-1	68	1	65 <sup>T</sup>	4	63 <sup>R</sup>	6	62	7	
R 2A	W	MFR	64 <sup>E</sup>	67	69	B (67)	A/E	69	0	66 <sup>T</sup>	3	64	5	63 <sup>R,5</sup>	6	62	7	
R 3 <sup>6</sup>		UD	71 <sup>E</sup>	74	76	D(-)	NONE	--	--	--	--	--	--	--	--	--	--	
R 4	C	MFR	70 <sup>E</sup>	73	75	B (67)	A/E	72	3	70 <sup>R,T</sup>	5	69	6	69	6	68	7	
R 5	W	MFR	62 <sup>E</sup>	65	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	Existing 3.7 m (12 ft) Wall
R 6	W	SFR	65 <sup>E</sup>	68	64	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 7		SFR	61 <sup>E</sup>	64	68	B (67)	A/E	67	1	67	1	66	2	66	2	66 <sup>T</sup>	2	Soundwall 2 R/W
R 8	C	SFR	71 <sup>E</sup>	74	76	B (67)	A/E	71	5	66 <sup>R,T</sup>	10	63	13	62	14	60	16	
R 9A		UD	68 <sup>M, ST1/CAL</sup>	71	74	D (-)	NONE	--	--	--	--	--	--	--	--	--	--	No Wall
R 9		UD	68 <sup>E</sup>	71	73	D (-)	NONE	--	--	--	--	--	--	--	--	--	--	
R 10	C	SFR	66 <sup>E</sup>	69	72	B (67)	A/E	69	3	69	3	68	4	68 <sup>T</sup>	4	67 <sup>R</sup>	5	Soundwall 3 R/W
R 11A		SFR	68 <sup>M, ST2/CAL</sup>	72	74	--	A/E	--	--	--	--	--	--	--	--	--	--	Soundwall 4 R/W
R 11	C,F	SFR	66 <sup>E</sup>	70	71	B (67)	A/E	70	1	66 <sup>R,T</sup>	5	64	7	63	8	62	9	
R 12	W	SFR	58 <sup>E</sup>	62	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	Existing 3.0 m (10 ft) Wall
R 13	W	SFR	58 <sup>E</sup>	62	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 14	W	SFR	58 <sup>E</sup>	62	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 15	W	SFR	58 <sup>E</sup>	62	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 16	W	SFR	58 <sup>E</sup>	62	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 17	W	SFR	57 <sup>E</sup>	61	64	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 18	W	SFR	57 <sup>E</sup>	61	64	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 19	W	SFR	57 <sup>E</sup>	61	64	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 20	W	SFR	57 <sup>E</sup>	61	64	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 21	W	SFR	58 <sup>E</sup>	62	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 22	W	SFR	57 <sup>E</sup>	61	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 23	W	SFR	57 <sup>E</sup>	61	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 24	W	SFR	57 <sup>E</sup>	61	65	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	
R 25	W	SFR	57 <sup>E</sup>	61	64	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	

Table 23 Noise Analysis Summary (Continued)

REC. NO.	LAND USE <sup>2</sup>	EXISTING NOISE LEVELS <sup>1,3</sup> Leq(h), dBA	FUTURE PEAK HOUR NOISE LEVELS, Leq(h), dBA <sup>1</sup>													BARRIER No/ LOCATION		
			FUTURE "NO-BUILD"	PROJECT "BUILD" WITHOUT BARRIER	ACTIVITY CATEGORY and NAC ( )	IMPACT TYPE (S, A/E or NONE) <sup>4</sup>	NOISE PREDICTION WITH BARRIER AND BARRIER INSERTION LOSS (I.L.)											
							1.8 m (6 ft)		2.4 m (8 ft)		3.0 m (10 ft)		3.7 m (12 ft)		4.2 m (14 ft)			
							Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)		I.L.	
R 26	W	SFR	63 <sup>E</sup>	67	70	B (67)	A/E	--	--	-- <sup>T</sup>	--	68	2	67	3	67	3	Soundwall 5 R/W
R 27	W	SFR	61 <sup>E</sup>	65	68	B (67)	A/E	--	--	-- <sup>T</sup>	--	65	3	64	4	62 <sup>R</sup>	6	
R 28	W	SFR	61 <sup>E</sup>	65	68	B (67)	A/E	--	--	-- <sup>T</sup>	--	65	3	64	4	62 <sup>R</sup>	6	
R 29	W	SFR	61 <sup>E</sup>	65	68	B (67)	A/E	--	--	-- <sup>T</sup>	--	65	3	63	5	62 <sup>R,5</sup>	6	
R 30	W	SFR	62 <sup>E</sup>	66	68	B (67)	A/E	--	--	-- <sup>T</sup>	--	65	3	64	4	62 <sup>R</sup>	6	
R 31	W	SFR	64 <sup>E</sup>	68	71	B (67)	A/E	--	--	--	--	66 <sup>T</sup>	5	64	7	63 <sup>R,5</sup>	8	
R 32	W	SFR	65 <sup>E</sup>	69	71	B (67)	A/E	--	--	--	--	66 <sup>T</sup>	5	64	7	63 <sup>R,5</sup>	8	
R 33	W	SFR	64 <sup>E</sup>	68	71	B (67)	A/E	--	--	--	--	66 <sup>T</sup>	5	64	7	63 <sup>R,5</sup>	8	
R 34	W	SFR	65 <sup>E</sup>	69	71	B (67)	A/E	--	--	--	--	66 <sup>T</sup>	5	64	7	63 <sup>R,5</sup>	8	
R 35	W	SFR	63 <sup>E</sup>	67	71	B (67)	A/E	--	--	--	--	66 <sup>T</sup>	5	64	7	63 <sup>R,5</sup>	8	
R 36	W	SFR	63 <sup>M,LT/CAL</sup>	67	71	B (67)	A/E	--	--	--	--	66 <sup>T</sup>	5	64	7	63 <sup>R,5</sup>	8	
R 37	W	SFR	63 <sup>E</sup>	67	71	B (67)	A/E	--	--	-- <sup>T</sup>	--	66	5	64	7	63 <sup>R,5</sup>	8	
R 38	W	REC	62 <sup>E</sup>	66	68	B (67)	A/E	--	--	-- <sup>T</sup>	--	65	3	63	5	62 <sup>R,5</sup>	6	
R 39	W	SFR	62 <sup>E</sup>	66	71	B (67)	A/E	--	--	-- <sup>T</sup>	--	65	6	64	7	62 <sup>R,5</sup>	9	
R 40	W	SFR	64 <sup>E</sup>	68	70	B (67)	A/E	--	--	--	--	66 <sup>T</sup>	4	64	6	63 <sup>R,5</sup>	7	
R 41	W	SFR	62 <sup>E</sup>	66	68	B (67)	A/E	--	--	-- <sup>T</sup>	--	65	3	63	5	62 <sup>R,5</sup>	6	
R 42	W	SFR	62 <sup>E</sup>	66	70	B (67)	A/E	--	--	-- <sup>T</sup>	--	65	5	63	7	62 <sup>R,5</sup>	8	
R 43	W	SFR	64 <sup>E</sup>	68	70	B (67)	A/E	--	--	--	--	66 <sup>T</sup>	4	64	6	62 <sup>R,5</sup>	8	
R 44		SCH	53 <sup>E</sup>	57	59	B (67)	NONE	--	--	--	--	--	--	--	--	--	--	No Wall

Table 23 Noise Analysis Summary (Continued)

REC. NO.	LAND USE <sup>2</sup>	EXISTING NOISE LEVELS <sup>1,3</sup> Leq(h), dBA	FUTURE PEAK HOUR NOISE LEVELS, Leq(h), dBA <sup>1</sup>														BARRIER NO./LOCATION
			FUTURE "NO-BUILD"	PROJECT "BUILD" WITHOUT BARRIER	ACTIVITY CATEGORY and NAC ( )	IMPACT TYPE (S, A/E or NONE) <sup>4</sup>	NOISE PREDICTION WITH BARRIER AND BARRIER INSERTION LOSS (I.L.)										
							1.8 m (6 ft)		2.4 m (8 ft)		3.0 m (10 ft)		3.7 m (12 ft)		4.2 m (14 ft)		
Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.	Leq(h)	I.L.				
R 1A <sup>W</sup>	MFR	65 <sup>M,LT2</sup>	68	71	B (67)	A/E	71	0	66	5	<b>64</b> <sup>R,5</sup>	7	62	9	61	10	Soundwall 1A Private Property to R/W
R 1 <sup>W</sup>	MFR	67 <sup>E</sup>	70	72	B (67)	A/E	72	0	68	4	<b>66</b> <sup>R,5</sup>	6	64	8	62	10	
R 2 <sup>W</sup>	MFR	64 <sup>E</sup>	67	69	B (67)	A/E	69	0	66	3	<b>64</b> <sup>R</sup>	5	62	7	61	8	
R 2A <sup>W</sup>	MFR	64 <sup>E</sup>	67	69	B (67)	A/E	69	0	65	4	<b>64</b> <sup>R</sup>	5	62	7	61	8	
R 3 <sup>6</sup>	UD	71 <sup>E</sup>	74	76	D(-)	A/E	--	--	--	--	--	--	--	--	--	--	
R 4	MFR	70 <sup>E</sup>	73	75	B (67)	A/E	72	3	<b>70</b> <sup>R</sup>	5	69	6	69	6	68	7	

Notes:

- 1 - Leq(h) are A-weighted, peak hour noise levels in decibels.
- 2 - Land Use: SFR - single-family residence; MFR - multi-family residence; SCH - school; COM - commercial; UD - undeveloped land.
- 3 - M - Measured noise level; STxx or LTxx - measurement site number; E - Calculated using future "No-Build" and measured data; CAL - model calibration point.
- 4 - A/E = Approach or Exceed NAC; S = Substantial.
- 5 - Barrier height recommended to meet requirements at adjacent receptor(s).
- 6 - R3 would be acquired if the proposed project is implemented. Therefore, land use was designated as undeveloped land (UD).
- R - Minimum required height based on Department Noise Analysis Protocol.
  - Emboldened levels indicate the achievement of at least 5 dB attenuation.
- C - Critical design receiver.
- K - A shielding factor of 5 dB has been applied to these receptors to account for attenuation provided by first-row buildings.
- T - Height required to cut the line-of-sight from first row receptors to heavy truck stacks.
- W - The existing and future noise levels at this location include benefits of an existing soundwall.
- D - The existing and future noise levels at this receiver include the benefits of a soundwall.
- O - Non-Outdoor use area.
- \* - Non-first row receiver.

R26 through R43. These receptor locations represent existing single-family residences along Sherman Avenue. A 3.05 meter (10 foot) wall along the residential property line/ROW currently exists to protect these residences. One soundwall (SW5) was modeled for this location.

Of the five soundwalls analyzed, all were feasible (reduced noise levels by 5 dBA) and two, SW1 (also SW1A) and SW5 were reasonable. To feasibly and reasonably reduce exterior noise levels, a minimum height of 3.0 meter (10 ft) to 3.7 meter (12 ft) would be required along the south side of Los Angeles Avenue at SW1. Sixteen residences are protected by an existing soundwall that is adequate to reduce noise levels to below NAC. Per the City (City of Moorpark 2006b), SW3 would be constructed with the Shea II project.

#### **2.2.6.4 Noise Abatement**

##### ***Short-term Construction Impacts***

To reduce the potential impacts from construction, construction activities shall conform to Section 5- I, "Sound Control Requirements," in the Standard Special Provisions:

Sound control shall conform to the provisions in Section 7-1.011, Sound Control Requirements, of the Standard Specifications and these special provisions. The noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 dBA at a distance of 15 meter (50 feet). This requirement in no way relieves the contractor from responsibility for complying with local ordinances regulating noise level. The noise level requirement shall apply to the equipment on the job or related

to the job, including but not limited to trucks, transit mixer or transient equipment that may or may not be owned by the contractor. The use of loud signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel. Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional payment will be allowed therefore.

##### ***Long-term Construction Impacts***

Caltrans's *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum of 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include residents' acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agency input, newly constructed development versus development pre-dating 1978, and the cost per benefited resident.

Noise abatement measures were evaluated for receptors that would be or would continue to be exposed to traffic noise levels approaching or exceeding the NAC for proposed project. Soundwalls were evaluated to reduce the noise levels at these receptor locations. Five soundwalls were evaluated in areas adjacent to the impacted receptors at five different wall heights, 1.8, 2.4, 3.05, 3.7, and 4.3 meters (6, 8, 10, 12, and 14 feet) along the residential property line/ROW.

Of the five soundwalls analyzed, all were feasible (reduced noise levels by 5 dBA) and two, SW 1 (also SW1A) and SW 5 were reasonable. To feasibly and reasonably reduce exterior noise levels, a minimum height of 4.3 meters (14 feet) would be required along the north side of Los Angeles Avenue at SW 5 and a minimum height of 3.0 meters (10 feet) to 3.7 meters (12 feet) would be required along the south side of Los Angeles Avenue at SW 1. Sixteen residences are protected by an existing soundwall that is adequate to reduce noise levels to below NAC.

Traffic noise impacts were also evaluated against the City's noise standard of 65 dBA CNEL. The soundwall recommended would reduce traffic noise below the City's noise standard for all locations except R4 (69 dBA CNEL), R7 (taken), R10 (67 dBA CNEL) and Receiver 26 (67 dBA CNEL). Increases in soundwall height within Caltrans height limits would not reduce noise levels below the City's noise standard of 65 dBA CNEL.

If SW 2, SW 3 and SW 4 are not built, these residences will be impacted by noise. Typical sound level reduction of buildings in a warm climate such as Southern California is 12 dBA with windows open and 24 dBA with windows closed (Protective Noise Levels, EPA 550/9-79-100, November 1978). Under the worst-case conditions with minimum feasible and reasonable noise abatements for SW 3 and SW 4, noise-sensitive receptors would still be exposed to traffic noise levels up to 68 dBA Leq(h) and would not meet interior noise level of 52 dBA Leq(h) for category B (refer to Table 22) with windows open (68 dBA-12dBA = 56 dBA). However, per Caltrans Traffic Noise Analysis Protocol, unusual and extraordinary noise abatement is only considered for land uses under Category B that receive after-project exterior traffic noise levels of 75 dBA Leq(h) or higher. If SW 2 is not built, receptor R8 would be exposed to after-project traffic noise levels of 75 dBA Leq(h) or higher. Therefore, R8 qualifies for unusual and extraordinary noise abatement measures to reduce interior noise impacts.

### **2.3 BIOLOGICAL RESOURCES**

The biological information described within this section is based on the results of a search of the California Department of Fish and Game (CDFG) Natural Diversity Data Base, on a site visit completed by Tetra Tech on January 31, 2006, and on a Biological Assessment completed by the Planning Corporation (2004). A query of the CDFG Natural Diversity Data Base was conducted on December 2, 2005, to determine the known locations of any candidate, sensitive, or special-status species in the project area (CDFG 2005). During the site visit conducted on January 31, 2006, the results of the Planning Corporation survey were verified, and a general survey of the biological resources within the project site was conducted. The Biological Assessment was completed by conducting a field survey of the project area on January 13, 2004 (Planning Corporation 2004). During completion of this field survey, portions of the northern and southern roadside were carefully inspected to assess possible impacts on biological resources on-site.

The project site is located in an urban area that is highly developed and contains no natural habitat. Various trees are located within the urban project area. The majority of the project area contains previously graded and improved surfaces, and a portion of the southern roadside is dirt with ruderal vegetation. The northern roadside is hardscape (sidewalk, block wall, curb, gutter) that contains junipers, box shrubs, and creeping vines. Palm trees, pine trees, and other ornamental non-native trees are also found within the project area. Non-native grasses and shrubs previously found within the project area included Bermuda grass, rabbit's foot grass, oleander, Russian thistle, and juniper (Planning Corporation 2004).

### **2.3.1 Natural Communities**

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

#### **2.3.1.1 Affected Environment**

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act (FESA) are discussed in the threatened and endangered species section. There are no federally protected wetlands or other waters located on the project site. The proposed project site is not included in any state, regional, or local habitat conservation plan and therefore does not conflict with the provisions of any such plans.

#### **2.3.1.2 Impacts**

Due to the lack of native habitat at the project site and its highly developed nature, it is unlikely to be used as a wildlife corridor or wildlife nursery site. No animals were observed during the field survey conducted by the Planning Corporation (2004). Since the project involves the widening of an existing highway, no new impacts on the movement of wildlife species would be generated. Therefore, the proposed project would have a less than significant impact on the movement of any wildlife species, established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites. The project area does not contain coastal sage scrub habitat or chaparral habitat. No riparian habitat or aquatic habitat has been found at the project site (CDFG 2005).

#### **2.3.1.3 Avoidance, Minimization and/or Mitigation Measures**

No avoidance, minimization and/or mitigation measures are required for natural communities.

### **2.3.2 Wetlands and Other Waters**

There are no federally protected wetlands or other waters located on the proposed project site.

### **2.3.3 Plant Species**

#### **2.3.3.1 Regulatory Setting**

The U.S. Fish and Wildlife Service (USFWS) and CDFG share regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are afforded varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the FESA and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section 2.3.5 in this document for detailed information regarding these species.

This section of the document discusses all the other special-status plant species, including CDFG fully protected species and species of special concern, USFWS candidate species, and non-listed California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 U.S.C., Section 1531, et. seq. See also 50 CFR Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, *et seq.* Caltrans projects are also subject to the Native Plant Protection Act, found at Fish and Game Code, Sections 1900-1913, and the CEQA, Public Resources Code, Sections 2100-21177.

### **2.3.3.2 Affected Environment**

Given the lack of native vegetation at the project site and the lack of previous observations of special-status species within the site (CDFG 2005), no special-status species are expected to occur within the site.

### **2.3.3.3 Impacts**

The proposed project would have no impacts on candidate, sensitive, or special-status plant species.

### **2.3.3.4 Avoidance, Minimization and/or Mitigation Measures**

No avoidance, minimization and/or mitigation measures are required for candidate, sensitive, or special-status plant species

## **2.3.4 Animal Species**

### **2.3.4.1 Regulatory Setting**

Many state and federal laws regulate impacts to wildlife. The USFWS, the National Oceanic and Atmospheric Administration Fisheries Service (NOAA Fisheries) and the CDFG are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in section 2.3.5 below. All other special-status animal species are discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1601–603 of the Fish and Game Code
- Sections 4150 and 4152 of the Fish and Game Code

#### **2.3.4.2 Affected Environment**

The following is a summary of the results of the search of the CDFG Natural Diversity Data Base (Table 24) (CDFG 2005). The burrowing owl has been previously reported at a location in upper Dry Canyon, 2 miles north of Simi Valley and south of Big Mountain. This species has not been found previously within the project site. Although the coastal California gnatcatcher has been previously reported at a location a half-mile north of Moorpark and Little Simi Valley, this species has not been observed within the project site. In addition, the project area does not contain coastal sage scrub habitat, within which the coastal

**Table 24**  
**CDFG Natural Diversity Data Base**

Common Name	Scientific Name	Federal Status <sup>1</sup>	State Status <sup>2</sup>	CNPS Status <sup>3</sup>
<b>PLANTS</b>				
Plummer's mariposa lily	<i>Calochortus plummerae</i>			1B
Round-leaved filaree	<i>Erodium macrophyllum</i>			2
California Orcutt grass	<i>Orcuttia californica</i>	FE	SE	1B
Lyon's pentachaeta	<i>Pentachaeta lyonii</i>	FE	SE	1B
<b>WILDLIFE</b>				
<b>Birds</b>				
Burrowing owl	<i>Athene cunicularia</i>		CSC	
Coastal California gnatcatcher	<i>Poliophtila californica californica</i>	FT	CSC	
Least Bell's vireo	<i>Vireo bellii pusillus</i>	FE	SE	
<b>Fish</b>				
Santa Ana sucker	<i>Catostomus santaanae</i>	FT	CSC	
Arroyo chub	<i>Gila orcutti</i>		CSC	
<b>Invertebrates</b>				
Riverside fairy shrimp	<i>Streptocephalus woottoni</i>	FE		
<b>Mammals</b>				
San Diego desert woodrat	<i>Neotoma lepida intermedia</i>		CSC	
<b>Reptiles</b>				
Coastal western whiptail	<i>Aspidoscelis tigris stejnegeri</i>			
Coast (San Diego) horned lizard	<i>Phrynosoma coronatum (blainvillei)</i>		CSC	
Two-striped garter snake	<i>Thamnophis hammondi</i>		CSC	
<b>Amphibians</b>				
Western spadefoot	<i>Spea (=Scaphiopus) hammondi</i>		CSC	

**Notes:**<sup>1</sup>Federal Status:

FE Federally listed Endangered  
 FT Federally listed Threatened  
 FPE Federally proposed Endangered  
 FPT Federally proposed Threatened  
 FC Federal candidate

<sup>2</sup>State Status:

SE State listed as endangered  
 ST State listed as threatened  
 SR State listed as rare  
 SCE State candidate for listing as Endangered  
 SCT State candidate for listing as Threatened  
 CSC California Department of Fish and Game species of special concern

**Sources:**

Species listed were found in the California Department of Fish and Game (CDFG) Natural Diversity Data Base for the Moorpark and Simi USGS 7.5' Quadrangles (CDFG 2004a, b, c).

<sup>3</sup>California Native Plant Society (CNPS) List:

1A Presumed extinct in California  
 1B Rare or Endangered in California and elsewhere  
 2 Rare or Endangered in California, more common elsewhere  
 3 Plants for which we need more information - Review list  
 4 Plants of limited distribution - Watch list

California gnatcatcher is typically found. The least Bell's vireo has been previously reported at the Arroyo Simi, between College View Avenue and Moorpark Road. This species is typically found in riparian habitat, which does not occur within the project area. The least Bell's vireo has not been observed previously at the project site.

Since there is no aquatic habitat in the project area, potential habitat for the Riverside fairy shrimp, Santa Ana sucker, and Arroyo chub is not present within the project site. The San Diego desert woodrat has been reported previously in three locations within Moorpark and Simi Valley, however, none of these locations are within the project area. In addition, this species has been previously reported in coastal sage scrub habitat, which is not present within the project area. The coastal western whiptail has been reported previously at two locations within Moorpark and Simi Valley, neither of which is within the project area. There are four reports of the coast horned lizard within Moorpark and Simi Valley; however, this species has not been previously reported within the project area. This species is typically found in coastal sage scrub and chaparral habitat, which does not occur within the project area. The two-striped garter snake has been reported at Arroyo Simi, near the junction of Los Angeles Avenue and Madera Road. However, this species is highly aquatic and has not been observed previously within the project site. Although the western spadefoot has been observed at a location along Roseland Avenue, north of Moorpark, this species has not been reported within the project site.

#### **2.3.4.3 Impacts**

There would be no impacts on animal species as a result of the proposed project.

#### **2.3.4.4 Avoidance, Minimization and/or Mitigation Measures**

No avoidance, minimization and/or mitigation measures are required for animal species.

### **2.3.5 Threatened and Endangered Species**

#### **2.3.5.1 Regulatory Setting**

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC), Section 1531, *et seq.* See also 50 CFR Part 402. This act and subsequent amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration, are required to consult with the USFWS and the National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 is a Biological Opinion or an incidental take permit. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code, Section 2050, *et seq.* The CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project caused losses of listed species populations and their essential habitats. The California Department of Fish and Game (CDFG) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill,

or attempt to hunt, pursue, catch, capture, or kill.” CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFG. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFG may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

### **2.3.5.2 Affected Environment**

According to the CDFG Natural Diversity Data Base (CDFG 2005), the special-status species that have been observed within the Moorpark and Simi U.S. Geological Survey (USGS) 7 1/2-minute quadrangles, none of the species have been previously observed within the project area (Table 24). Due to the highly developed nature of the project site, it is unlikely that habitat for any special-status species exists within the project area. Given the lack of native vegetation at the project site and the lack of previous observations of special-status species within the site no special-status species are expected to occur within the site.

### **2.3.5.3 Impacts**

The project would have no impacts on threatened and endangered species.

### **2.3.5.4 Avoidance, Minimization and/or Mitigation Measures**

No avoidance, minimization and/or mitigation measures are required for threatened and endangered species.

## **2.3.6 Invasive Species**

### **2.3.6.1 Regulatory Setting**

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” FHWA guidance issued on August 10, 1999, directs the use of the state’s noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

### **2.3.6.2 Affected Environment**

The project site is located in an urban area that is highly developed and contains no natural habitat. Various trees are located within the urban project area. The majority of the project area contains previously graded and improved surfaces and a portion of the southern roadside is dirt with ruderal vegetation (Planning Corporation 2004). The northern roadside is hardscape (sidewalk, block wall, curb, gutter) that contains junipers, box shrubs, and creeping vines. Non-native grasses and shrubs previously found within the project area included Bermuda grass, rabbit’s foot grass, oleander, Russian thistle, and juniper (Planning Corporation 2004).

### **2.3.7 Impacts**

Table 24 lists the special-status species that have been observed previously within the Moorpark and Simi USGS 7 1/2-minute quadrangles, according to the CDFG Natural Diversity Data Base (CDFG 2005). None

of the species listed in Table 24 have been observed within the project area. The proposed project would not have an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status-species in local or regional plans, policies, or regulations, or by the CDFG or USFWS.

The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS. A search of the CDFG Natural Diversity Data Base identified California Walnut Woodland, Southern Coast Live Oak Riparian Forest, Southern Riparian Scrub, Southern Willow Scrub, and Valley Oak Woodland as sensitive communities that are known to occur within Moorpark and Simi. Since the proposed project site is located in an urban area that is highly developed, none of these communities or other significant biological community occurs within the project site. Therefore, no riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFG or USFWS would be impacted by the proposed project.

During the survey completed by the Planning Corporation (2004), no vegetation, soils, or hydrology that would suggest the presence of jurisdictional wetlands were identified. The project area was found to be totally isolated from any naturally occurring water source (Planning Corporation 2004). Therefore, the proposed project would have no impacts on federally protected wetlands.

Due to the lack of native habitat at the project site and its highly developed nature, it is unlikely to be used as a wildlife corridor or wildlife nursery site. No animals were observed during completion of the field survey conducted by the Planning Corporation (2004) or the survey conducted by Tetra Tech in January 2006. Since the project involves widening an existing street, no new impacts on the movement of wildlife species would be generated. Therefore, the proposed project would have a less than significant impact on the movement of any native wildlife species, established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites.

Chapter 12.12, *Historic Trees, Native Oak Trees, and Mature Trees*, of the City of Moorpark Municipal Code regulates the preservation, cutting, and removal of trees. The purpose of the provisions in this chapter is to ensure proper and necessary steps are taken to protect and preserve, to the greatest extent possible, mature trees, native oak trees, and historic trees, especially where such trees are associated with proposals for urban development, as such trees are a significant, historical, aesthetic, and valuable ecological resource. Section 12.12.030 of the Municipal Code defines a mature tree as a living tree with a cross-section area of all major stems, as measured four and one-half feet above the root crown, of 72 or more square inches.

The Oak Collaborative surveyed 19 trees along Los Angeles Avenue in October 2006 for this project. Of the 19 trees surveyed, it is anticipated that only 10 trees will need to be removed. Detailed descriptions of these trees and their locations along Los Angeles Avenue are provided in the Tree Report (Oak Collaborative 2006).

### **2.3.8 Avoidance, Minimization and/or Mitigation Measures**

A pre-construction meeting to review protective measures and fence locations should be conducted on the project site prior to any clearing, grubbing, grading or construction. Representatives at the meeting should include the City, construction contractor representative, and a tree preservation consultant. All work within the protected zone of any preserved tree should be observed by the tree preservation consultant.

All requirements of the City's tree preservation requirements and any conditions of the City's Tree Permit will be strictly adhered to.

The following measures to minimize harm are also included:

- The City plans to replant all affected areas with new landscaping that is consistent with City codes.
- All large shrubs and trees will either be removed outside of the bird breeding season (February 15 to September 15) or a nesting bird survey will be completed before construction starts to verify that no protected bird nests are within the trees and shrubs that are proposed for removal or within any trees and shrubs that are adjacent to construction activities. If any nesting birds are found in the project area or surrounding area, no construction activities will occur between February 15 and September 15.

## **CHAPTER 3.0 COMMENTS AND COORDINATION**

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental determination, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project will be accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination meetings, and a Public Hearing to be held during the 45-day public review period for this Initial Study/Environmental Assessment (IS/EA). This chapter summarizes the results of the Department's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

For the Public Hearing, the City will produce flyers to the known addresses of all owners of the parcels to be acquired for this project. Caltrans will conduct the hearing.

For the 45-day public review period, copies of the IS/EA will be distributed to the City, Caltrans, and the State Clearinghouse, which is responsible for distribution to reviewing agencies. Copies of the IS/EA and supporting technical studies will be available for review in the City of Moorpark public library. Comments that are received by Caltrans and the City during the 45-day public review period will be reviewed for incorporation into the Final IS/EA.

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Tetra Tech, Inc. (Tetra Tech)

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## **CHAPTER 6.0    DISTRIBUTION LIST**

### **Elected Officials Mailing List**

Senator Barbara Boxer  
312 N. Spring St. #1748  
Los Angeles, CA 90012

Senator Diane Feinstein  
11111 Santa Monica Blvd. #915  
Los Angeles, CA 90025

Patrick Hunter Mayor  
City of Moorpark  
799 Moorpark Avenue  
Moorpark, CA 93021

Councilman Mark Van Dam  
City of Moorpark  
799 Moorpark Avenue  
Moorpark, CA 93021

Councilmember Roseann Mikos, Ph.D.  
City of Moorpark  
799 Moorpark Avenue  
Moorpark, CA 93021

Supervisor Peter C. Foy  
980 Enchanted Way  
Simi Valley, CA 93065

Senator Sheila Kuehl  
300 W. Third Street  
4th Floor  
Oxnard, California 93030

Senator Tom McClintock, District 19  
223 E. Thousand Oaks Blvd., Suite 400  
Thousand Oaks, CA 91360

Councilmember Keith Millhouse  
City of Moorpark  
799 Moorpark Avenue  
Moorpark, CA 93021

Assemblywomen Audra Strickland,  
District 37  
2659 Townsgate Road, Suite 236  
Westlake Valley, CA 91361

Assembly Member Pedro Nava  
201 E. Fourth Street  
Suite 209-A  
Oxnard, CA 93030

Congresswoman Lois Capps  
2675 N Ventura Road  
Suite 105  
Port Hueneme, CA 93401

**Agency Mailing List**

Environmental Review  
Southern California Gas Company  
9400 Oakdale Ave.  
Chatsworth, CA 91313-2300

Larry Eng  
California Department of Fish and Game  
4949 Viewridge Avenue  
San Diego, CA 92123

Regional Water Quality Control Board  
Los Angeles Region (4)  
320 W. Fourth St., Ste. 200  
Los Angeles, CA 90013

Elaine Chang  
South Coast AQMD  
21865 E. Copley Dr.  
Diamond Bar, CA 91765-4182

Hasan Ikhata  
Southern California Association of  
Governments  
818 W. Seventh Street, 12th Floor (Main Office)  
Los Angeles, CA 90017

Butch Britt  
Ventura County Public Works  
800 South Victoria Avenue  
Ventura, CA 93009

U.S. Fish & Wildlife Service  
2493 Portola Rd., Ste. B  
Ventura, CA 93003

Philip J. Schmit  
County Clerk Division  
Hall of Admin., Main Plaza  
800 S. Victoria Ave.  
Ventura, CA 93009-1210

Environmental Review  
Governor's Office of Planning and  
Research  
P.O. Box 3044  
Sacramento, CA 95812-3044

Donna Cole  
Ventura County Transportation  
Commission  
950 County Square Drive Suite 207  
Ventura, CA 93003

Chuck Thomas  
Ventura County Air Pollution Control  
District  
669 County Square Drive, Second Floor  
Ventura, CA 93003

Ventura County Fire Department  
Fire Chief Bob Roper  
165 Durley Ave.  
Camarillo, CA 93010

Executive Director  
Ventura County LAFCO  
800 S. Victoria Ave., L# 1940  
Ventura, CA 93009

County of Ventura  
Watershed Protection District  
800 S. Victoria Ave.  
Ventura, CA 93009-1610

Southern California Edison  
Tony Wilson, Resource Manager  
10060 Telegraph Rd.  
Ventura, CA 93004

U.S. Army Corp of Engineers  
Regulatory Program, Ventura Office  
2151 Alessandro Dr., Ste. 255  
Ventura, CA 93001

Environmental Review  
Ventura County Transportation Department  
800 S. Victoria Ave  
Ventura, CA 93009

Bruce Smith  
Ventura County Planning Division  
800 South Victoria Ave.  
Ventura, CA 93009

City of Moorpark  
Dave Bobardt, Planning Director  
799 Moorpark Avenue  
Moorpark, CA 93021

Administrative Services City Clerk  
Attn: Deborah S. Traffenstedt  
City of Moorpark  
799 Moorpark Avenue  
Moorpark, CA 93021

City of Moorpark  
Parks, Recreation, and Community Services  
Director  
Attn: Mary Lindley  
799 Moorpark Avenue  
Moorpark, CA 93021

Environmental Review  
Main Library  
699 Moorpark Avenue  
Moorpark, California 93021

City of Moorpark  
Ventura County Sheriff's Department  
799 Moorpark Avenue  
Moorpark, CA 93021

Moorpark Police Station  
Captain Jeff Matson  
610 Spring Road  
Moorpark, CA 93021

City of Moorpark  
Hugh Riley, Assistant City Manager  
799 Moorpark Avenue  
Moorpark, CA 93021

City of Moorpark  
Steven Kueny, City Manager  
799 Moorpark Avenue  
Moorpark, CA 93021

City of Moorpark Chamber of Commerce  
255 W. Los Angeles Avenue  
Moorpark, CA 93021

**Citizens Mailing List**

Current Owner  
50 West Los Angeles Avenue  
Moorpark, CA. 93021

Current Owner  
The Regal Park Apartments  
150 Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
4978 Millard Street  
Moorpark, California 93021

Current Owner  
4990 Millard Street  
Moorpark, California 93021

Current Owner  
250 West Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
384 East Los Angeles Avenue  
Moorpark, California 93021

Arturo M. Figueroa  
or Current Owner  
148 Los Angeles Avenue  
Moorpark, California 93021

Shea Homes  
30699 Russell Ranch Rd. STE 290  
Westlake Village, California 91362

Alladin & Susan Premji  
1649 Hawksway Ct.  
Westlake Village, California 91361

Brian A. & Charles M. Wilson  
145 Moonsong Ct.  
Moorpark, California 93021

Current Owner  
The Fountain Apartments  
51 Majestic Ct # 1201  
Moorpark, CA 93021

Current Owner  
4967 Millard Street  
Moorpark, California 93021

Current Owner  
4979 Millard Street  
Moorpark, California 93021

TG & Bonnie J, Judith A Patton  
240 East Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
420 East Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue  
Moorpark, California 93021

Shea Homes  
or Current Owner  
238 E. Los Angeles Avenue  
Moorpark, California 93021

Mitchell & Rosalie Nicola  
or Current Owner  
4176 Hitch Blvd.  
Moorpark, California 93021

Antonio & Linda N. Miranda  
or Current Owner  
4852 Mira Sol Dr.  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue STE 100  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue STE 104  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue STE 109  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue STE 110  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue STE 114  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue STE 118  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue STE 120  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue STE 122  
Moorpark, California 93021

Current Owner  
484 East Los Angeles Avenue STE 124  
Moorpark, California 93021

Moorpark RV & Storage Company Owner  
4875 Spring Rd.  
Moorpark, California 93021

Current Owner  
502 East Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
510 New Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
520 New Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
540 New Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
501 New Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
525 New Los Angeles Avenue # A  
Moorpark, California 93021

Current Owner  
525 New Los Angeles Avenue # B  
Moorpark, California 93021

Current Owner  
525 New Los Angeles Avenue # C  
Moorpark, California 93021

Current Owner  
525 East Los Angeles Avenue # D  
Moorpark, California 93021

Current Owner  
525 East Los Angeles Avenue # E  
Moorpark, California 93021

Current Owner  
525 East Los Angeles Avenue # F  
Moorpark, California 93021

Current Owner  
525 East Los Angeles Avenue # G  
Moorpark, California 93021

Current Owner  
537 East Los Angeles Avenue STE A  
Moorpark, California 93021

Current Owner  
537 East Los Angeles Avenue STE B  
Moorpark, California 93021

Current Owner  
537 East Los Angeles Avenue STE C  
Moorpark, California 93021

Current Owner  
549 East Los Angeles Avenue STE A  
Moorpark, California 93021

Current Owner  
549 East Los Angeles Avenue STE C  
Moorpark, California 93021

Current Owner  
561 East Los Angeles Avenue  
Moorpark, California 93021

Virginia B. Burkhart  
480 Sherman Avenue  
Moorpark, California 93021

Current Owner  
449 Sherman Avenue  
Moorpark, California 93021

Current Owner  
412 Sherman Avenue  
Moorpark, California 93021

Current Owner  
380 Sherman Avenue  
Moorpark, California 93021

Current Owner  
356 Sherman Avenue  
Moorpark, California 93021

Jose M. & Angelina Velasco  
330 Sherman Avenue  
Moorpark, California 93021

Hatcher Nadine M  
306 Sherman Avenue  
Moorpark, California 93021

Current Owner  
378 Sherman Avenue  
Moorpark, California 93021

Isauro Ruiz  
252 Sherman Avenue  
Moorpark, California 93021

Current Owner  
537 East Los Angeles Avenue STE D  
Moorpark, California 93021

Current Owner  
549 East Los Angeles Avenue STE B  
Moorpark, California 93021

Current Owner  
559 East Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
36 Harry Street  
Moorpark, CA, 93021

Eleazar Alvarado  
458 Sherman Avenue  
Moorpark, California 93021

Current Owner  
426 Sherman Avenue  
Moorpark, California 93021

Javier Orozco Rodriguez  
394 Sherman Avenue  
Moorpark, California 93021

Nicolas & Maria E. Ordonez  
368 Sherman Avenue  
Moorpark, California 93021

Raul Contreras  
344 Sherman Avenue  
Moorpark, California 93021

Gilbert Castro Bustamante  
318 Sherman Avenue  
Moorpark, California 93021

Current Owner  
390 Sherman Avenue  
Moorpark, California 93021

Barrera Leonel H-Aida G  
266 Sherman Avenue  
Moorpark, California 93021

Rosa R Oporto TR  
240 Sherman Avenue  
Moorpark, California 93021

Jesus A. Mariscal  
192 Moonsong Ct.  
Moorpark, California 93021

Ramon & Maria C. Amezcua  
180 Moonsong Ct.  
Moorpark, California 93021

Viren M. Kapadia  
166 Moonsong Ct.  
Moorpark, California 93021

Bradley M. Campbell  
130 Moonsong Ct.  
Moorpark, California 93021

Juan L. Ramos  
116 Moonsong Ct.  
Moorpark, California 93021

Rafael C. & Maria A. Raygoza  
102 Moonsong Ct.  
Moorpark, California 93021

Current Owner  
5 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
19 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
45 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
101 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
155 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
207 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
211 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
217 West Los Angeles Ave  
Moorpark, California 93021

Flor M. Torres  
186 Moonsong Ct.  
Moorpark, California 93021

Sergio & Maria Morales  
172 Moonsong Ct.  
Moorpark, California 93021

Sudip S. & Swapna S. Nadkarni  
138 Moonsong Ct.  
Moorpark, California 93021

Sandra D. Felder  
124 Moonsong Ct.  
Moorpark, California 93021

Current Owner  
110 Moonsong Ct.  
Moorpark, California 93021

Current Owner  
1 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
11 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
35 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
65 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
149 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
205 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
209 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
215 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
223 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
229 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
235 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
245 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
251 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
257 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
254 West Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
252 East Los Angeles STE A  
Moorpark, California 93021

Current Owner  
252 East Los Angeles STE C  
Moorpark, California 93021

Current Owner  
252 East Los Angeles STE E  
Moorpark, California 93021

Current Owner  
252 East Los Angeles STE G  
Moorpark, California 93021

Current Owner  
252 East Los Angeles STE I  
Moorpark, California 93021

Phoenix School  
30 Flory Avenue  
Moorpark, California 93021

Current Owner  
216 East Los Angeles Avenue  
Moorpark California 93021

Current Owner  
231 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
239 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
249 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
253 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
275 West Los Angeles Ave  
Moorpark, California 93021

Current Owner  
252 East Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
252 East Los Angeles STE B  
Moorpark, California 93021

Current Owner  
252 East Los Angeles STE D  
Moorpark, California 93021

Current Owner  
252 East Los Angeles STE F  
Moorpark, California 93021

Current Owner  
252 East Los Angeles STE H  
Moorpark, California 93021

Flory Academy of Science and  
Technology  
240 Flory Avenue  
Moorpark, California 93021

Rainbow Childrens Center –United  
Methodist  
261 Flory Avenue  
Moorpark, California 93021

Current Owner  
251 East Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
256 East Los Angeles Avenue  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #119A  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #118  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #116  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #114  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #112  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #110  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #108  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #106  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #105B  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #103  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #101  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #203  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #205  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #120  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #119B  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #117  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #115  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #113  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #111  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #109  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #107  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #105A  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #104  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #102  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #201  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #204  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #207  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #208  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #210  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #212  
Moorpark, California 93021

Valenza Steven A Trust  
P O Box 296  
Moorpark CA 93020

Hatcher Jesus B-Rita A.  
278 Sherman Avenue  
Moorpark, California 93021

Eduardo-Leticia Calderon  
442 Sherman Avenue  
Moorpark, California 93021

Jose C. & Maria C TR  
290 Sherman Avenue  
Moorpark, California 93021

Topa Management Partnership  
1800 Avenue of Starts #1400  
Los Angeles, California 90067

Wayne S. Roberta L. Colmer TR  
5000 Parkway Calabasas #110  
Calabasas, California 91302

Jason E. Salas  
144 Moonsong Ct.  
Moorpark, California 93021

Resident  
20 Moorpark Avenue  
Moorpark, CA 93021

Current Owner  
530 New Los Angeles Avenue #209  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #211  
Moorpark, California 93021

Current Owner  
530 New Los Angeles Avenue #213  
Moorpark, California 93021

DBRE Moorpark LLC  
P O Box 4900  
Scottsdale AZ 85261

Alice M. Hembre  
447 Sarah Avenue  
Moorpark, California 93021

Antonio-Linda N. Miranda TR  
4852 Mira Sol Dr.  
Moorpark, California 93021

TG Conner  
240 East Los Angeles Avenue  
Moorpark, California 93021

Seth A. Cameron  
152 Moonsong Ct.  
Moorpark, California 93021

Shea Homes LP  
603 S. Valencia Avenue  
Brea, California 92823

Michael L. & Tracy M. Worford  
158 Moonsong Ct.  
Moorpark, California 93021

Moorpark, City of  
P.O. Box 701  
Moorpark, CA 93021

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**1.0 APPENDIX A: CEQA ENVIRONMENTAL CHECKLIST**

Supporting documentation for all California Environmental Quality Act (CEQA) checklist determinations is provided in Chapter 2 of this Mitigated Negative Declaration. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

**1.1 LAND USE/PARKS**

<b>Would the project:</b>	<b>Potentially Significant Impacts</b>	<b>Less Than Significant Impacts With Mitigation</b>	<b>Less Than Significant Impacts</b>	<b>No Impact</b>
a. Physically divide an established community?				√
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				√
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				√
d. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				√
e. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				√

**1.2 AGRICULTURAL RESOURCES/TIMBERLANDS**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				√

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				√
c. Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use?				√

**1.3 COMMUNITY IMPACTS**

<b>Would the project:</b>	<b>Potentially Significant Impacts</b>	<b>Less Than Significant Impacts With Mitigation</b>	<b>Less Than Significant Impacts</b>	<b>No Impact</b>
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				√
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			√	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			√	

**1.4 PUBLIC SERVICES**

<b>Would the project:</b>	<b>Potentially Significant Impacts</b>	<b>Less Than Significant Impacts With Mitigation</b>	<b>Less Than Significant Impacts</b>	<b>No Impact</b>
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
Fire protection?				√
Police protection?				√
Schools?				√
Parks?				√
Other public facilities?				√

**1.5 UTILITIES/SERVICE SYSTEMS**

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			√	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				√
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			√	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				√
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				√
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				√
g. Comply with federal, state, and local statutes and regulations related to solid waste?				√

**1.6 TRANSPORTATION AND TRAFFIC/PEDESTRIAN AND BICYCLE FACILITIES**

<b>Would the project:</b>	<b>Potentially Significant Impacts</b>	<b>Less Than Significant Impacts With Mitigation</b>	<b>Less Than Significant Impacts</b>	<b>No Impact</b>
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				√
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				√
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				√
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				√
e. Result in inadequate emergency access?				√
f. Result in inadequate parking capacity?				√
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				√

**1.7 VISUAL/AESTHETICS**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Have a substantial adverse effect on a scenic vista?				√
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				√
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				√
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				√
e. Create sources of incompatibility with the existing scenic and aesthetic environment of the community or quality of life impacts on residents?				√
f. Significantly impact any existing streetscape or public space, which has been designed to provide areas of public assembly and congregation?				√
g. Conflict with adopted design guidelines or development standards, which have been implemented to improve the quality of architecture in the community?				√

**1.8 CULTURAL RESOURCES**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				√

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				√
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				√
d. Disturb any human remains, including those interred outside of formal cemeteries?				√

**1.9 HYDROLOGY AND FLOODPLAIN**

<b>Would the project:</b>	<b>Potentially Significant Impacts</b>	<b>Less Than Significant Impacts With Mitigation</b>	<b>Less Than Significant Impacts</b>	<b>No Impact</b>
a. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				√
b. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?				√
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				√
d. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				√
e. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				√

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
f. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				√
g. Inundation by seiche, tsunami, or mudflow?				√

**1.10 WATER QUALITY AND STORM WATER RUNOFF**

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Violate any water quality standards or waste discharge requirements?		√		
b. Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		√		
c. Otherwise substantially degrade water quality?			√	

**1.11 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY**

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of known fault? Refer to Division of Mines and Geology Special Publication 42.				√
ii) Strong seismic ground shaking?		√		
iii) Seismic-related ground failure, including liquefaction?		√		
iv) Landslides?				√

<b>Would the project:</b>	<b>Potentially Significant</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant</b>	<b>No Impact</b>
b. Result in substantial soil erosion or the loss of topsoil?				√
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?		√		
d. Be located on expansive soil creating substantial risks to life or property, as defined in Table 18-1-B of the 2001 California Building Code (CBC) (International Conference of Building Officials [ICBO] 2001)?		√		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				√

**1.12 MINERAL RESOURCES**

<b>Would the project:</b>	<b>Potentially Significant Impacts</b>	<b>Less Than Significant Impacts With Mitigation</b>	<b>Less Than Significant Impacts</b>	<b>No Impact</b>
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				√
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				√

**1.13 PALEONTOLOGY**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				√

## 1.14 HAZARDOUS WASTE/MATERIALS

Would the project:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			√	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				√
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.			√	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				√
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				√
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				√
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				√
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				√

**1.15 AIR QUALITY**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Conflict with or obstruct implementation of the applicable air quality plan?				√
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		√		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?				√
d. Expose sensitive receptors to substantial pollutant concentrations?			√	
e. Create objectionable odors affecting a substantial number of people?			√	

**1.16 NOISE**

<b>Would the project result in:</b>	<b>Potentially Significant Impacts</b>	<b>Less Than Significant Impacts With Mitigation</b>	<b>Less Than Significant Impacts</b>	<b>No Impact</b>
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		√		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			√	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				√
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		√		

Would the project result in:	Potentially Significant Impacts	Less Than Significant Impacts With Mitigation	Less Than Significant Impacts	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				√
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				√

**1.17 BIOLOGICAL RESOURCES**

Would the project	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				√
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				√
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				√
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			√	

<b>Would the project</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		√		
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				√

## **APPENDIX C: SUMMARY OF RELOCATION BENEFITS**

### **California Department of Transportation Relocation Assistance Program**

#### **RELOCATION ASSISTANCE ADVISORY SERVICES**

The California Department of Transportation (the Department) will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist residential displacees in obtaining comparable decent, safe and sanitary replacement housing by providing current and continuing information on sales price and rental rates of available housing. Non-residential displacees will receive information on comparable properties for lease or purchase.

Residential 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. Before any displacement occurs, displacees will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex or national origin, and are consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs, and any other known services being offered by public and private agencies in the area.

#### **ADDITIONAL INFORMATION**

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance). Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons regardless of race, color, religion, sex or national origin, is available or has been made available to them by the state. Any person, business, farm or non-profit organization, which has been refused a relocation payment by the Department, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or the Department's Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the appeal procedure is available from the Department's Relocation Advisors. The information above is not intended to be a complete statement of all of the Department's laws and regulations. At the time of the initiation of negotiations to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.

**IMPORTANT NOTICE**

To avoid loss of possible benefits, no individual, family, business, farm or non-profit organization should commit to purchase or rent a replacement property without first contacting the local and relocation agency, The City of Moorpark/Community Development and for additional advisory assistance, the State of California, the Department of Transportation, District 07, 100 South Main Street, M.S. #6, Los Angeles, CA 90012-3712.

**Appendix D Mitigation Monitoring Reporting Program**

<b>Impact</b>	<b>Avoidance or Minimization Measure</b>	<b>Mitigation Measure</b>	<b>Implementation Phase</b>	<b>Implementing Department</b>	<b>Monitoring/Reporting Agency/Department</b>
<i>Land Use</i>	The City will ensure that access to all commercial properties is maintained during construction and after project implementation. The City will replace all sidewalks and streetscape infrastructure as part of the construction of the Proposed Build Alternative.		Construction and Operation	City of Moorpark, DPW	City of Moorpark, DPW
<i>Community Impacts Relocations</i>	The project has been developed in conformity with the Title VI of the Civil Rights Act of 1964, which states that no person in the United States shall be excluded from participation in or otherwise discriminated against on the basis of race, color, and national origin under any program or activity receiving Federal financial assistance. The City will comply with Title VI under the Civil Rights Act of 1964 to ensure that all affected property owners are compensated fairly.		Planning	Caltrans and City of Moorpark	Caltrans and City of Moorpark

**Appendix D Mitigation Monitoring Reporting Program (Continued)**

<b>Impact</b>	<b>Avoidance or Minimization Measure</b>	<b>Mitigation Measure</b>	<b>Implementation Phase</b>	<b>Implementing Department</b>	<b>Monitoring/Reporting Agency/Department</b>
<i>Public Services</i>	<p>The City will maintain contact with the community during the construction phase through public outreach with the following components. A business outreach program will be implemented before project construction to inform local merchants of construction schedules that may affect their establishments.</p> <p>Appropriate signage will be used to direct both pedestrian and vehicular traffic to businesses via alternative routes. Pedestrians will need to cross Los Angeles Avenue in the project area at the signalized intersections at Moorpark Avenue and Spring Road. Disabled access will be maintained during construction where feasible. Temporary sidewalks will be installed if necessary, during the construction phase. Once construction is complete, full access to sidewalks will be restored.</p>		<p>Pre-construction</p> <p>Construction</p>	<p>City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p>	<p>Caltrans and City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p>
<i>Utilities/Emergency Services</i>	<p>All public facility improvements will be constructed to the specifications required by Caltrans and other utility providers who operate and maintain facilities within the proposed project area. The City will obtain all required permits from the appropriate public agencies and public utility providers before construction begins. Permission for removal and relocation of utilities would be needed from the utility providers before construction starts.</p>	<p>Existing catch-basins/inlets will be relocated or new catch basins/inlets will be constructed. In addition, additional curb and gutter construction in locations currently bounded only by the edge of the pavement will create a more confined drainage system that will direct flows out of the street and into a closed storm water drainage system.</p>	<p>Planning, Design, and Construction</p>	<p>City of Moorpark, DPW</p>	<p>Caltrans and City of Moorpark, DPW</p>

**Appendix D Mitigation Monitoring Reporting Program (Continued)**

<b>Impact</b>	<b>Avoidance or Minimization Measure</b>	<b>Mitigation Measure</b>	<b>Implementation Phase</b>	<b>Implementing Department</b>	<b>Monitoring/Reporting Agency/Department</b>
<p><i>Transportation &amp; Traffic/Pedestrian &amp; Bicycle Facilities</i></p>		<p>The City will develop a Transportation Management Plan (TMP) as required by Caltrans to reduce traffic delays during construction. The TMP will be approved before project construction begins. The TMP will also address pedestrians and bicycles and comply with the American Disabilities Act (ADA). The TMP may include a public awareness campaign, highway advisory radio messages, portable changeable message signs, temporary loop sensor/signals, bus or shuttle service, and a construction zone enhanced enforcement program (COZEEP).</p>	<p>Prior to construction</p>	<p>City of Moorpark, DPW</p>	<p>Caltrans and City of Moorpark, DPW</p>

**Appendix D Mitigation Monitoring Reporting Program (Continued)**

<b>Impact</b>	<b>Avoidance or Minimization Measure</b>	<b>Mitigation Measure</b>	<b>Implementation Phase</b>	<b>Implementing Department</b>	<b>Monitoring/Reporting Agency/Department</b>
<i>Hydrology/Water Quality</i>		<p>The existing storm drain system will need to be redesigned to handle the incremental increases in flows associated with the proposed road improvements to prevent any substantial erosion or siltation.</p> <p>A California State Registered Civil Engineer will prepare a drainage study for review and acceptance by the Moorpark City Engineer. All existing and proposed drainage facilities within the project area shall be designed to adequately collect and convey all project related runoff. The existing system will be upgraded to ensure that with the additional surface flow, it is capable of preventing on- or off-site flooding and eliminating any potential for substantial erosion or siltation.</p>	<p>Planning, Design, and Construction</p> <p>Planning and Design</p>	<p>City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p>	<p>Caltrans and City of Moorpark, DWP</p> <p>Caltrans and City of Moorpark, DPW</p>

**Appendix D Mitigation Monitoring Reporting Program (Continued)**

<b>Impact</b>	<b>Avoidance or Minimization Measure</b>	<b>Mitigation Measure</b>	<b>Implementation Phase</b>	<b>Implementing Department</b>	<b>Monitoring/Reporting Agency/Department</b>
<p><i>Water Quality and Storm Water Runoff</i></p>		<p>The storm drain system will be redesigned as part of the proposed project to address the additional runoff volumes and potential contaminants. In accordance with Section 402 of the Clean Water Act, the project will be required to comply with two NPDES Permits.</p> <p>The primary mitigation measures to address potential water quality impacts from construction and post-construction phases would be the implementation of BMPs as prescribed by the two NPDES permits. The recommended BMPs to be implemented within this area, as required by this permit, are identified in (1) The Ventura County SWMP and (2) the SQUIMP.</p>	<p>Prior to construction</p> <p>Planning, Design, Construction and Operation</p>	<p>City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p>	<p>Caltrans and City of Moorpark, DPW</p> <p>Caltrans and City of Moorpark, DPW</p>





**Appendix D Mitigation Monitoring Reporting Program (Continued)**

<b>Impact</b>	<b>Avoidance or Minimization Measure</b>	<b>Mitigation Measure</b>	<b>Implementation Phase</b>	<b>Implementing Department</b>	<b>Monitoring/Reporting Agency/Department</b>
<p><i>Air Quality</i></p>	<p>Although no significant impacts are anticipated for the proposed project, “Fugitive Dust” and “ROC and NOx” construction minimization measures will be utilized to avoid potentially significant air quality impacts. These measures will also ensure compliance with Ventura County Air Quality Assessment Guidelines. A 50-percent reduction in fugitive dust would be achieved through proper implementation of the measures listed below. These dust minimization measures will also reduce PM<sub>2.5</sub> emissions.</p> <p>The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.</p> <p>Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.</p> <p>Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:</p> <p>a) All trucks shall be required to cover their loads as required by California Vehicle Code §23114.</p>		<p>Construction</p> <p>Construction</p> <p>Construction</p> <p>Construction</p>	<p>Contractor</p> <p>Contractor</p> <p>Contractor</p> <p>Contractor</p>	<p>City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p>



**Appendix D Mitigation Monitoring Reporting Program (Continued)**

<b>Impact</b>	<b>Avoidance or Minimization Measure</b>	<b>Mitigation Measure</b>	<b>Implementation Phase</b>	<b>Implementing Department</b>	<b>Monitoring/Reporting Agency/Department</b>
<i>Air Quality (Continued)</i>	<p>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.</p> <p>Minimize equipment idling time.</p> <p>Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.</p> <p>Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.</p> <p>Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.</p>		<p>Construction</p> <p>Construction</p> <p>Construction</p> <p>Construction</p> <p>Construction</p>	<p>Construction</p> <p>Construction</p> <p>Construction</p> <p>Construction</p> <p>Construction</p>	<p>City of Moorpark, DPW</p> <p>City of Moorpark, DPW City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p>
<i>Noise</i>		<p><b>Abatement</b></p> <p>To reduce the potential impacts from construction, construction activities shall conform to Section 5- I, "Sound Control Requirements," in the Standard Special Provisions.</p> <p>To feasibly and reasonably reduce exterior noise levels, a minimum height of 4.3 meters (14 feet) would be required along the north side of Los</p>	<p>Planning and Construction</p> <p>Planning, Design and Construction</p>	<p>City of Moorpark, DPW</p> <p>City of Moorpark, DPW</p>	<p>Caltrans and City of Moorpark, DPW</p> <p>Caltrans and City of Moorpark, DPW</p>



**Appendix D Mitigation Monitoring Reporting Program (Continued)**

<b>Impact</b>	<b>Avoidance or Minimization Measure</b>	<b>Mitigation Measure</b>	<b>Implementation Phase</b>	<b>Implementing Department</b>	<b>Monitoring/Reporting Agency/Department</b>
		surrounding area, no construction activities will occur between February 15 and September 15.			

## APPENDIX E

### LIST OF ACRONYMS

ADL	aerially deposited lead
ADT	average daily traffic
APEFZ	Alquist-Priolo Earthquake Fault Zone
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASBS	Area of Special Biological Significance
AST	aboveground storage tank
AQCR	Air Quality Control Region
BMP	Best Management Plan
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CDFG	California Department of Fish and Game
CDMG	Conservation Division of Mines and Geology
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
cm	centimeters
CO	carbon monoxide
COZEEP	construction zone enhanced enforcement program
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
dBa	A-weighted decibels
DFIRM	Digital Flood Insurance Rate Map
EPA	Environmental Protection Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
FR	<i>Federal Register</i>
HCM	Highway Capacity Manual
ICBO	International Conference of Building Officials
ISA	Initial Site Assessment
km	kilometers
LBP	lead-based paint

Leq	long-term A-weighted sound level
Lmax	The highest instantaneous sound level measured during a specified period
LOS	level of service
LSA	LSA Associates, Inc.
MND	Mitigated Negative Declaration
MSAT	Mobile Source Air Toxics
MTAM	Moorpark Traffic Analysis Model
NAC	Noise Abatement Criteria
NAAQS	National Ambient Air Quality Standards
NFIP	National Flood Insurance Program
NO <sub>x</sub>	nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
O <sub>3</sub>	ozone
PA	Programmatic Agreement
Pb	lead
PCB	polychlorinated biphenyl
PM	particulate matter
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
PRC	Public Resources Code
R	receptor
R.A.P.	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act
ROC	reactive organic compound
ROW	right-of-way
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
RWQCB	Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
SR	State Route
SQUIMP	Storm Water Quality Urban Impact Mitigation Plan
SW	soundwall
SWMP	Storm Water Management Program
TDS	total dissolved solids
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
U.S.C.	United States Code
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey

UST	underground storage tank
VACPD	Ventura County Air Pollution Control District
VCAQAG	Ventura County Air Quality Assessment Guidelines

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