

Main Street Bridge Replacement Project

Initial Study

Prepared for:

City of Ventura
501 Poli Street
Ventura, CA 93001

Prepared by:

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List of Acronyms

AB	Assembly Bill
ARB	Air Resources Board
AQMP	Air Quality Management Plan
AASHTO	American Association of State Highway and Transportation Officials
ASBS	Areas of Special Biological Significance
ASR	Archaeological Survey Report
Basin Plan	Los Angeles Basin Plan
BSA	Biological Survey Area
Bridge	Main Street Bridge
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDOC	California Department of Conservation
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon monoxide
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalent
City	City of Ventura
County	County of Ventura
CFC	California Fire Code
CRHR	California Register of Historical Resources
CWA	Clean Water Act
DTSC	Department of Toxic Substances Control
DPS	Distinct population segment
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
Farmland	Prime Farmland, Unique Farmland or Farmland of Statewide or Local Importance
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
General Plan	City of Ventura General Plan
GHG	Greenhouse gas
HCP	Habitat Conservation Plan
HPSR	Historic Property Survey Report
IS	Initial Study
ISA	Initial Site Assessment
MBTA	Migratory Bird Treaty Act
mm	Millimeter
MRZ	Mineral Resource Zone
NES	Natural Environment Study

NPDES	National Pollution Discharge Elimination System
NMFS	National Marine Fisheries Services
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
NO _x	Nitrogen oxides
NRHP	National Register of Historic Places
NSR	Noise Study Report
OES	Office of Emergency Services
O ₃	Ozone
OHWM	Ordinary High Water Mark
PM	Particulate matter
ppd	Pounds per day
PRC	Public Resource Code
ROC	Reactive organic compounds
ROW	Right-of-way
RWQCB	Regional Water Quality Control Board
SCCAB	South Central Coast Air Basin
SCCIC	South Central Coast Information Center
SCE	Southern California Edison
SMARA	Surface Mining and Reclamation Act of 1975
SR-33	State Route 33
SWRCB	State Water Resources Control Board
SR 33	State Route 33
TCE	Temporary construction easement
U.S.	United States
USACE	United States Army Corps of Engineers
U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USFS	United States Forest Service
U.S. 101	United States Highway 101
VCAPCD	Ventura County Air Pollution Control District
VCWPD	Ventura County Watershed Protection District
VWRF	Ventura Water Reclamation Facility
VHFHSZ	Very High Fire Hazard Severity Zone
VIA	Visual Impact Assessment
WQAR	Water Quality Assessment Report

I. INTRODUCTION

The City of Ventura (City) proposes to replace the existing Main Street Bridge over the Ventura River. In addition to the bridge replacement, the project would include two vehicle lanes, sidewalks, two 5-foot shoulders and a barrier protected Class I Bike path (project) (see **Figure 1**, Regional Location Map and **Figure 2**, Project Location Map).

1. Legal Authority and Findings

The City is the Lead Agency pursuant to California Environmental Quality Act (CEQA). The City has prepared this Initial Study (IS) in accordance with the Guidelines for the Implementation of CEQA (CEQA Guidelines) (California Code of Regulations [CCR], Title 14, Chapter 3, Sections 15000 et seq.). Although consultants assisted in the preparation of this IS, all analysis, conclusions, findings, and determinations presented in the IS represent the City, acting as the Lead Agency under CEQA. In accordance with the provisions of CEQA and the State and local CEQA Guidelines, the City, as the Lead Agency, is responsible for reviewing the potential environmental effects, and after consideration, approving or denying the project.

2. Intent and Scope of this Document

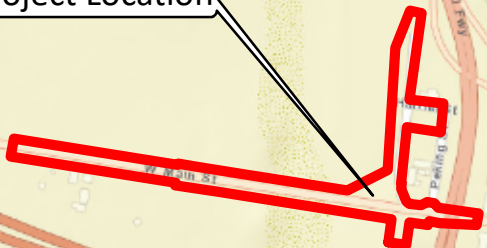
1. This IS has been prepared in accordance with CEQA, under which the Main Street Bridge Replacement Project (project) constitutes a “project.” The City, as the lead agency under CEQA, will consider the potential environmental impacts of project activities when it considers whether to approve the project. This IS is an informational document to be used in the local planning and decision-making process. The IS does not recommend approval or denial of the project.
2. The IS describes the project and its environmental setting, including the project area’s existing conditions and applicable regulatory requirements. This IS also evaluates potential environmental impacts of the project on the following resources:

Aesthetics	Greenhouse Gas Emissions	Public Services
Agricultural and Forestry Resources	Hazards and Hazardous Materials	Recreation
Air Quality	Hydrology and Water Quality	Transportation
Biological Resources	Land Use and Planning	Tribal Cultural Resources
Cultural Resources	Mineral Resources	Utilities and Service Systems
Energy	Noise	Wildfire
Geology and Soils	Population and Housing	Mandatory Findings of Significance



**FIGURE 1. REGIONAL LOCATION
Main Street Bridge Over the Ventura River**

Project Location



Source: ESRI 2023

FIGURE 2. PROJECT LOCATION
Main Street Bridge Over the Ventura River

3. Organization of this Document

This IS contains the following sections:

Section I, Introduction: This section provides an overview of the project and the CEQA environmental documentation process.

Section II, Project Description: This section provides a description of the project location, project background, and project components.

Section III, Environmental Factors Potentially Affected: This section presents the environmental checklist used to evaluate the project's potential environmental effects. The checklist is based on the information provided in Appendix G of the state's CEQA Guidelines and the City's CEQA Guidelines.

Section IV, Determination: This section provides the recommended environmental documentation for the project.

Section V, Evaluation of Environmental Impacts: This section provides a detailed discussion of the environmental factors that could be affected by this project. Any mitigation measures that would be implemented to ensure that potential adverse impacts of the project would be reduced to a less-than-significant level are also included in this section.

Section VI, References: This section provides a list of reference materials used during the preparation of this report.

4. Terminology

This IS uses the following terminology to describe the environmental effects of the project:

- A finding of no impact is made when the analysis concludes that the project would not affect the particular environmental resource or issue.
- An impact is considered less than significant if the analysis concludes that there would be no substantial adverse change in the environment and that no mitigation is needed.
- An impact is considered significant if it results in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by using specific significance criteria as a basis of evaluation. Mitigation measures are identified to reduce these potential effects on the environment.
- This IS identifies particular mitigation measures that are intended to reduce project impacts. The State CEQA Guidelines [Section 14 of the CCR 15370] define mitigation as:
 - Avoiding the impact altogether by not taking a certain action or parts of an action;
 - Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
 - Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment;
 - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
 - Compensating for the impact by replacing or providing substitute resources or environments.

II. PROJECT DESCRIPTION

1. Project Title

Main Street Bridge Replacement Project

2. Lead Agency Name and Address

City of Ventura
501 Poli Street
Ventura, CA 93001

3. Contact Person

Jeff Hereford
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(805) 654-7744

4. Project Applicant and Sponsor

City of Ventura
501 Poli Street
Ventura, CA 93001

5. Project Location

The project is located on Main Street Bridge (bridge) over the Ventura River, located approximately 0.25 mile north of United States Highway 101 (U.S. 101) and adjacent to State Route 33 (SR-33) in the City of Ventura.

6. General Plan Designation

According to the City of Ventura Zoning District Map the designation of the land surrounding the project area includes Agriculture, Parks & Open Space, and Downtown Specific Plan (City of Ventura, 2005). Though the General Plan designation is Agriculture, Parks & Open Space, and Downtown Specific Plan, the project area is primarily compromised of a transportation facility.

7. Zoning

The current zoning designation for the land surrounding the project area is Agriculture, Parks, and Urban General (City of Ventura, 2020).

8. Surrounding Land Uses and Setting

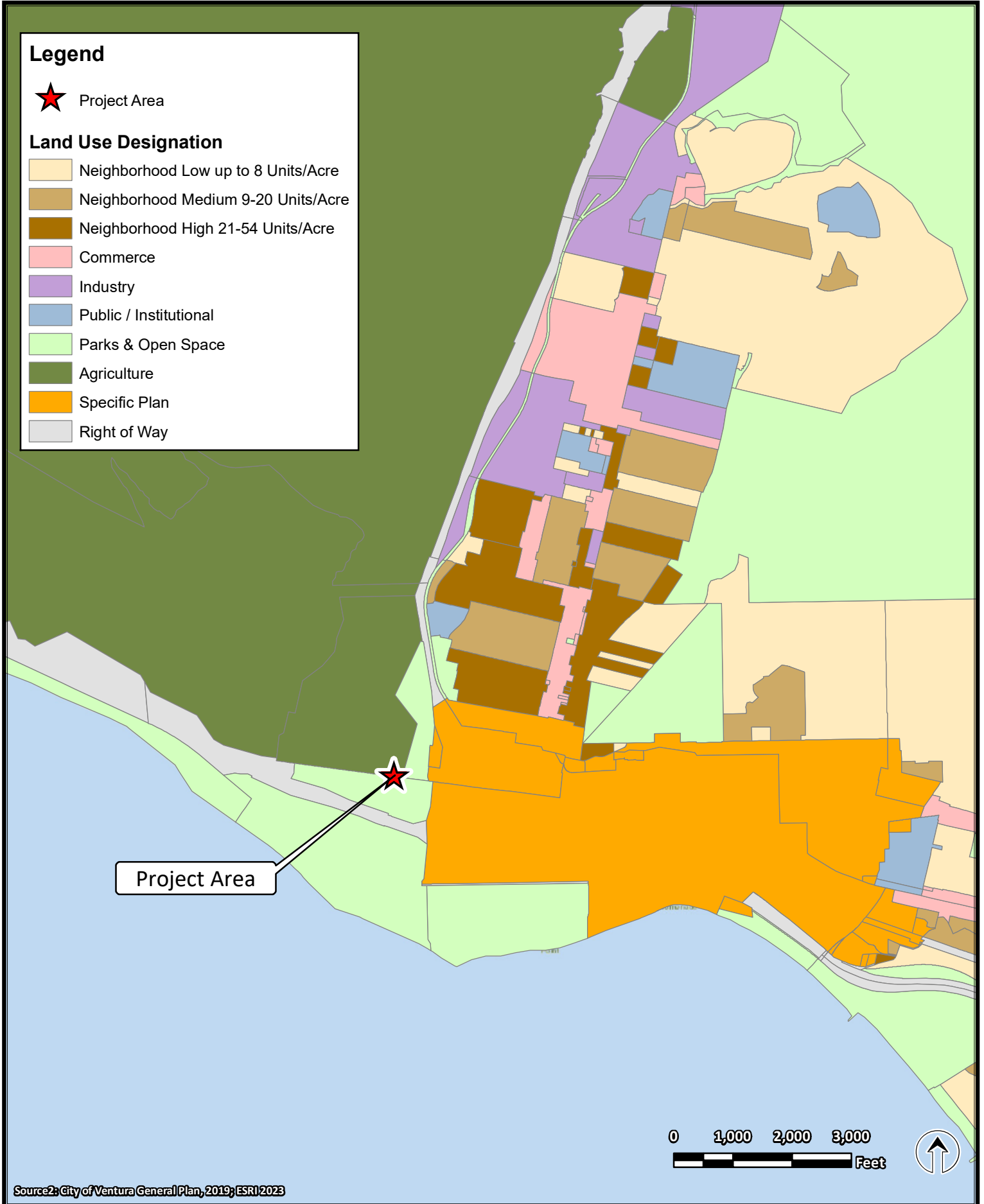
The project area is surrounded by land designated as Agriculture, Parks & Open Space, and Downtown Specific Plan (see **Figure 3**, Land Use Map).

Legend

★ Project Area

Land Use Designation

- Neighborhood Low up to 8 Units/Acre
- Neighborhood Medium 9-20 Units/Acre
- Neighborhood High 21-54 Units/Acre
- Commerce
- Industry
- Public / Institutional
- Parks & Open Space
- Agriculture
- Specific Plan
- Right of Way



Source2: City of Ventura General Plan, 2019; ESRI 2023

FIGURE 3. LAND USE
Main Street Bridge Over the Ventura River

9. Project Description

The City proposes to replace the existing Main Street Bridge (Bridge #52C0061) over the Ventura River. The project is located approximately 0.25 mile north of U.S. 101 and adjacent to SR-33 in the City of Ventura (city/Ventura). The limits of the project are between approximately Peking Street to the east and Park Access Road to the west in Ventura (project area). The bridge is located on Main Street between urban and agricultural areas. Ventura River runs through the project area under the bridge; there are various land owners within the project area, along with various easements for maintenance purposes. Land uses surrounding the project area include a Recreational Vehicle (RV) Resort, agricultural crops, commercial establishments, recreational trails, parking, and open space. The bridge serves as an important traffic link and recreational trail in Ventura, providing access to an interchange with U.S. 101, with an on- and off-ramp approximately one mile west of the bridge. The freeway access also serves as an important alternate route to U.S. 101 in the event of closures. The recreation trail is the only connection to Emma Woods State Park and the Omer Rains Trail.

Existing Setting

The existing Main Street Bridge is located within the western Transverse Range geologic province which is characterized by east-west trending folds and faults. The project geotechnical engineer, Earth Mechanics Incorporated, performed a surface fault rupture displacement hazard analysis on the project. The fault rupture evaluation suggested that the potential for primary fault rupture of the Ventura Fault to impact Main Street could be approximately 500 feet south of the Main Street Bridge. Earth Mechanics Incorporated estimated the displacement from a surface fault rupture could result in a 2.0 feet horizontal and 4.1 feet vertical displacement along the surface rupture line. At the bridge location, the estimated displacement is approximately 57 percent of the displacements on the fault rupture line. Since the fault line is not parallel to the Main Street Bridge, a key consideration of the new Main Street Bridge design is to consider uneven vertical fault displacement along the alignment of Main Street Bridge, i.e., the bridge needs to be able to “articulate” between pier bents.

The existing bridge was originally constructed in early the 1900s as a 8-span concrete arch bridge that carried two vehicular lanes. In 1932, after a severe storm that washed away portions of the arch span structure, the bridge was reconstructed with a 21-span concrete “T” girder structure. In 1949, the California Department of Transportation (Caltrans) Division of Highways (predecessor to Caltrans) built a parallel structure north of the existing structure, widening the overall bridge to 44 feet curb-to-curb with two 4-foot sidewalks and concrete baluster rails. In early 1960, Caltrans built U.S. 101 with a river crossing structure approximately 0.5 mile south of Main Street and the Main Street bridge structures were turned over to the City. The City repurposed the bridge to include a combination pedestrian and a Class I bike lane separated from the vehicular lanes with a concrete barrier.

The existing bridge is 1,233 feet long and spans over the river and trails along both sides of the river. The bridge is comprised of two connected 28-foot-wide structures with outside railings and 5-foot 9-inch-wide sidewalks on each side, two 12-foot travel lanes on the northern side with 4-foot shoulders, and a 10-foot wide Class I bicycle path on the southern side, separated from vehicular traffic by a concrete barrier and shoulder. Each structure consists of two 6-foot-deep “TEE” girders supported on reinforced concrete pier walls and founded on shallow footings. One “TEE” girder of each structure uses cast in place girders, and one “TEE” girder uses precast girders. On the eastern side of the bridge, the Ventura County Watershed Protection District owns an approximately 40-foot-wide levee. The levee is protected from erosion by rip rap, and the entire area has been previously disturbed due to construction of that structure.

Purpose and Need

Project Purpose

The purpose of the project is the following:

- Replace the existing bridge with a new crossing to meet current American Association of State Highway and Transportation Officials (AASHTO) requirements.
- Remain in service in the event of high river flows, bridge contraction, and pier scouring.
- Maintain continuous access for pedestrians and bicycles during project construction.
- Maintain views of scenic resources located in the California Coastal Zone.

Project Need

In a Bridge Inspection Report completed in March 2017, Caltrans rated the bridge as “Scour Critical” due to scour at the bridge foundations and determined that scour countermeasures were required. Since 2017, updated Bridge Inspection Reports have been completed, with every report is concurrent with the report completed in March 2017. Kasraie Consulting developed a United States Army Corps of Engineers (USACE) Hydraulic Engineering Center River Analysis System (HEC-RAS) model to identify high-water surface of Ventura River for a 50-year event and 100-year event and estimate scour depths at the bridge piers. The scour depth was determined based on 100-year storm from the HEC-RAS model and showed an estimated maximum score depth of 18.8 feet for the existing bridge. With existing spread footing bridge foundations mostly 16 to 18 feet below the river invert, the scour will undermine and destabilize the bridge structure. In addition, the Caltrans Structure Appraisal Report rated the bridge as “structurally deficient” with a “poor” health index and a sufficiency rating of 31.1. Additionally, a Plan of Action was prepared for the bridge in 2005, which recommended replacing the bridge as the permanent scour countermeasure. This report recommended that the City also implement interim scour mitigation measures, including installation of spurs, bendway weirs, and barbs.

Ventura River has a history of flooding and inundating the areas adjacent to the river spines. Flooding has occurred several times in the past and in 1992 the Ventura River overflowed the main channel of the river upstream of Main Street Bridge. During the flood several homeless encampments beneath Main Street Bridge were inundated resulting in one fatality. Additionally, flooding has destroyed dozens of RVs at the Ventura Beach Recreational Vehicle Resort, and temporarily closed U.S. 101 when the flow topped the highway at the west end of the U.S. 101 bridge. As recently as January 2023, flooding again damaged the adjacent RV Resort and triggered temporary closure of US-101. The HEC-RAS model indicates the existing Main Street Bridge does not meet current Caltrans bridge hydraulic requirement for minimum freeboard requirement of two-feet above a 50-year flood.

Main Street serves as an important traffic link to the City from the communities and recreational trails on the west side of the river. The Omer Rains Coastal Bike Trail is an existing Class I bike path that runs directly through the project area along Main Street Bridge. The Willoughby Preserve (Ventura Land Trust) is located between Main Street Bridge, south and east of U.S. 101 and includes several pedestrian paths. Additionally, Main Street provides access to an interchange along U.S. 101 with on- and off-ramps located approximately one mile west of Main Street Bridge. Main Street Bridge serves as an emergency access route in the event of high water in the Ventura River.

Main Street Bridge is located within the State Coastal Zone Boundary. The California Coastal Act requires scenic and visual qualities of coastal areas to be considered and protected as a resource of public importance. Coastal Act Section 30251 states, “the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance.” Permitted development shall be sited and

designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas (California Coastal Act, 2024).

Proposed Project

The proposed replacement bridge would be reconstructed in two stages. The westbound direction (northern side of the bridge) would be built in the first stage. The eastbound direction (southern side of the bridge) would be built in the second stage. Each half of the bridge consists of two concrete columns that would be embedded at least 25 feet below Ventura River to account for an anticipated scour depth of 25 feet.

The proposed replacement bridge would include a ten-span structure with a typical span length of 120 feet. The bridge would use precast prestressed 72-inch deep, 8-inch thick concrete composite slabs. The precast girder would be “pinned” at one end and would rest on the other end on a bearing pad or supported by the cantilevered drop cap. There would be up to ten bent piers in Ventura River and two abutments. Bridge joints may be included in the design. If bridge joints are not included, bat houses and/or some type of bat habitat to replace the expansion joints would be included in the bridge design.

The bridge replacement would maintain two vehicle lanes, widen the shoulders to five feet, and widen the sidewalks to eight feet and six feet on the south and north sides, respectively. In addition, the a Class I bike lane would be added on the south side of the bridge with a barrier separating bicyclists and pedestrians from vehicular traffic. Belvederes would be added along the bridge for pedestrian use including features such as benches and viewpoints of the surrounding scenery. The project would also include the addition of a roundabout at Peking and Main Street. The roundabout would include a decorative stamped concrete parkway and a drivable decorative brick shoulder. The roadway approaches would be widened for approximately 200 feet north and south of the bridge, and the centerline of the bridge may be shifted approximately three feet to the north to accommodate the width of the new structure and allow flexibility in the staging; however, no additional travel lanes would be added.

The Ventura Fault is located just south of and parallel to the bridge. The fault has a low likelihood of rupture (estimated about every 1,000 years); however, the ruptures could result in substantial events of approximately 7.5 to 8.0 earthquakes and substantial uplift. The proposed bridge has been designed in consideration of this information. Cast in place piles would be used where feasible, but piles may be driven at the abutments. Cast in place piles would be approximately 120 feet deep, and driven piles would be approximately 50 to 60 feet deep.

According the HEC-RAS model the replacement bridge has been designed in consideration of peak high water surface that are anticipated to reach approximately elevation 26.5 feet during a 50 year peak discharge and elevation 27.25 feet during a 100 year peak discharge. The proposed bridge would be designed to include the adjustment of the bridge soffit elevation to meet the freeboard requirements for a new bridge construction. The levee rip rap would be placed around the west abutment similar to what exists at the east abutment currently.

It is anticipated that continuous access would be provided for vehicles, bicycles, and pedestrians during the entire construction phase. Vehicle traffic would be limited to a single lane with signals at the ends of construction to allow for two-way traffic. Although only two of the existing abutment foundations would conflict with the new bridge, all existing abutment foundations would be removed as part of the project. Construction would require deep excavation in the river to remove the existing abutment foundations. Construction in the river would be conducted in the relatively dry season between April and October to avoid the highest river flows; however, a low flow diversion may be required during construction of some of the foundation and piers depending on the low flow location at the time of construction. Precast girders

will be utilized to eliminate the need for temporary shoring falsework in the river. The project construction and operation is not anticipated to result in any impacts on the existing USACE funded levee.

Trees and vegetation within the work areas would need to be removed. Existing utilities, including water, sewer, electrical, telephone, and gas, would be temporarily or permanently relocated. Temporary striping and construction signs may be needed outside the permanent construction boundaries at both approaches. Temporary striping would include removal of existing striping, painting temporary striping, and replacement of permanent thermoplastic striping. Signage would consist of standard Caltrans 1- or 2-post wood post signs embedded in the soil within the roadway right-of-way (ROW). Permanent ROW acquisitions are not anticipated to complete the project; however temporary construction easements (TCE) from surrounding properties would be required.

10. Other Public Agencies Whose Approval is Required

The City is the CEQA lead agency for the project. The discretionary and ministerial actions associated with the development of the project include but are not limited to the adoption of an Environmental Impact Report (EIR) pursuant to CEQA.

11. Consultation with Native American Tribes

California Public Resources Code section 21080.3.1 and Assembly Bill (AB) 52 establish a formal consultation process for California tribes regarding tribal cultural resources. The consultation process must be completed before a CEQA document can be certified or adopted. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency. AB 52 outreach has been conducted for this project, and results will be documented in the EIR.

12. Mitigation Measures

All mitigation measures identified in the Initial Study are prepared for adoption as conditions of the project and will be implemented through a mitigation monitoring and reporting program adopted with the EIR.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in the following Evaluation of Environmental Impacts section.

- Aesthetics
- Agriculture & Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Mineral Resources
- Noise
- Population & Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities & Service Systems
- Wildfire
- Mandatory Findings of Significance

IV. DETERMINATION

The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. They are based on a review of the City’s Environmental Resource Maps, the other sources of information listed in the file, and the comments received, conversations with knowledgeable individuals; the preparer's personal knowledge of the area; and, where necessary, a visit to the site. For further information, see the environmental background information contained in the permanent file on this project.

On the basis of this initial evaluation:

- I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the Project MAY have a significant effect on the environment, and an EIR is required.
- I find that the Project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR is required, but it must analyze only the effects that remain to be addressed.
- I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.



Signature

4-3-25

Date

Jeff Hereford

Printed Name

V. EVALUATION OF ENVIRONMENTAL IMPACTS

Potential environmental effects of the project are classified and described within the CEQA Environmental Checklist under the following general headings:

“No Impact” applies where the impact simply does not apply to projects like the one involved. For example, if the project area is not located in a fault rupture zone, then the item asking whether the project would result in or expose people to potential impacts involving fault rupture should be marked as “No Impact.”

“Less Than Significant Impact” applies where the impact would occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development which would only slightly increase the amount of surface water runoff generated at a project area would be considered to have a less than significant impact on surface water runoff.

“Potentially Significant Unless Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” Incorporated mitigation measures should be outlined within the checklist and a discussion should be provided which explains how the measures reduce the impact to a less than significant level. This designation is appropriate for a Mitigated Negative Declaration, where all potentially significant issues have been analyzed and mitigation measures have been recommended that reduces all impacts to levels that are less than significant.

“Potentially Significant Impact” applies where the project has the potential to cause a significant and unmitigable environmental impact. If there are one or more items marked as “Potentially Significant Impact,” an EIR is required.

1. Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the Project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The bridge is located on Main Street between urban and agricultural areas. Ventura River flows through the project area under the bridge. According to the City of Ventura General Plan the designation of the land surrounding the project area includes Agriculture, Parks & Open Space, and Downtown Specific Plan (City of Ventura, 2020).

The project extends approximately 0.25 mile north of U.S. 101 and is located adjacent to SR-33 in the City of Ventura. Both U.S. 101 and SR-33 are visible from the project area. According to the City’s General Plan U.S. 101, SR-33, and Main Street are all designated as Protected Views along Scenic Routes (City of Ventura, 2005). Additionally, according to the Caltrans California State Scenic Highways Map, U.S. 101 and SR-33 are both designated as state scenic highways systems.

Nighttime lighting in the project area results primarily from street lighting, vehicle headlights on Main Street and nearby roads, and light from surrounding residential and agricultural properties.

Regulatory Setting

City of Ventura General Plan

As outlined in the City's General Plan, the City has policies related to Aesthetics (City of Ventura, 2005). The following policy would be applicable to the project:

- Policy 4D: Protect Views along scenic routes.

Discussion of Checklist Responses

a. Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The project would include the replacement of an existing bridge and the addition of a roundabout on an existing local roadway. According to the City's General Plan, Main Street is designated as a Protected View along Scenic Routes. Additionally, U.S. 101 and SR-33 which are both visible from the project area, are also designated as a Protected View, and both roadways are designed as state scenic highway systems. The bridge is located within a California Coastal Zone, and a Coastal Development Permit will be required from the California Coastal Commission. While the new bridge would follow similar design elements to the existing bridge, the project is located in a visually sensitive area. Therefore, additional analysis is required to determine whether the project could have potentially significant impacts related to scenic vistas, which would be discussed further in the Visual Impact Assessment (VIA) and EIR.

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. There are no state scenic highway systems located within the project area. The nearest state scenic highway system is SR-33 located directly adjacent to the project area. Project construction would take place in an existing transportation corridor and permanent ROW acquisitions are not anticipated to complete the project. During construction, the bridge would be built within existing ROW, thereby reducing any potential damage of scenic resources. Therefore, the project would result in a less than significant impact related to damaging scenic resources within a state scenic highway.

c. Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point).

Less Than Significant Impact. The project would include the replacement of an existing bridge and the addition of a roundabout. The new bridge would follow similar design elements to the existing bridge. The roundabout would not be likely to degrade the existing visual character since the project is already located in a transportation corridor within an urbanized area. The new bridge would include vertical elements; however, these elements would be similar in design to the existing bridge. Trees and vegetation within the work areas would need to be removed. Existing utilities, including water, sewer, electrical, telephone, and gas, would be temporarily or permanently relocated. Temporary striping and construction signs may be needed outside the permanent construction boundaries at both approaches. Temporary striping would include removal of existing striping, painting temporary striping, and replacement of permanent thermoplastic striping. However, these would be removed once construction is completed. Although the project is located in a visually sensitive area the project design would be similar to the existing bridge and designed with context sensitive solutions. Since the project is located in a visually sensitive area additional analysis is required to determine whether the project could have potentially significant impacts related to visual character or quality of public views of the site and its surroundings, which would be discussed further in the VIA and EIR.

d. New Sources of Light or Glare?

Less Than Significant Impact. Light and glare sources within the project area include street lights, vehicles, and surrounding residential and agricultural properties. The project would not require new light and glare sources. Light and glare from vehicles would be visible in the project area; however, the light and glare sources would be similar to those on the existing roadway. Impacts related to construction lighting, including lighting needed for potential nighttime work, would be temporary and minimal. Therefore, the project would result in a less than significant impact on light and glare.

2. Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resource Board. Would the project:</p>					
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 (FMMP) of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) section 12220(g)), timberland (as defined by PRC 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

According to the City of Ventura General Plan the designation of the land surrounding the project area includes Agriculture, Parks & Open Space, and Downtown Specific Plan (see **Figure 3**, Land Use Map). According to the California Department of Conservation (CDOC) Important Farmland Finder map, the project area includes Urban and Built-Up Land, Farmland of Statewide Importance, Farmland of Local Importance, Unique Farmland, Grazing Land, and Other Land (see **Figure 4**, Farmland Map) (California Department of Conservation, 2022). However, the areas within the river channel that are mapped as farmland are not currently being utilized as farmland.

Regulatory Setting

City of Ventura General Plan

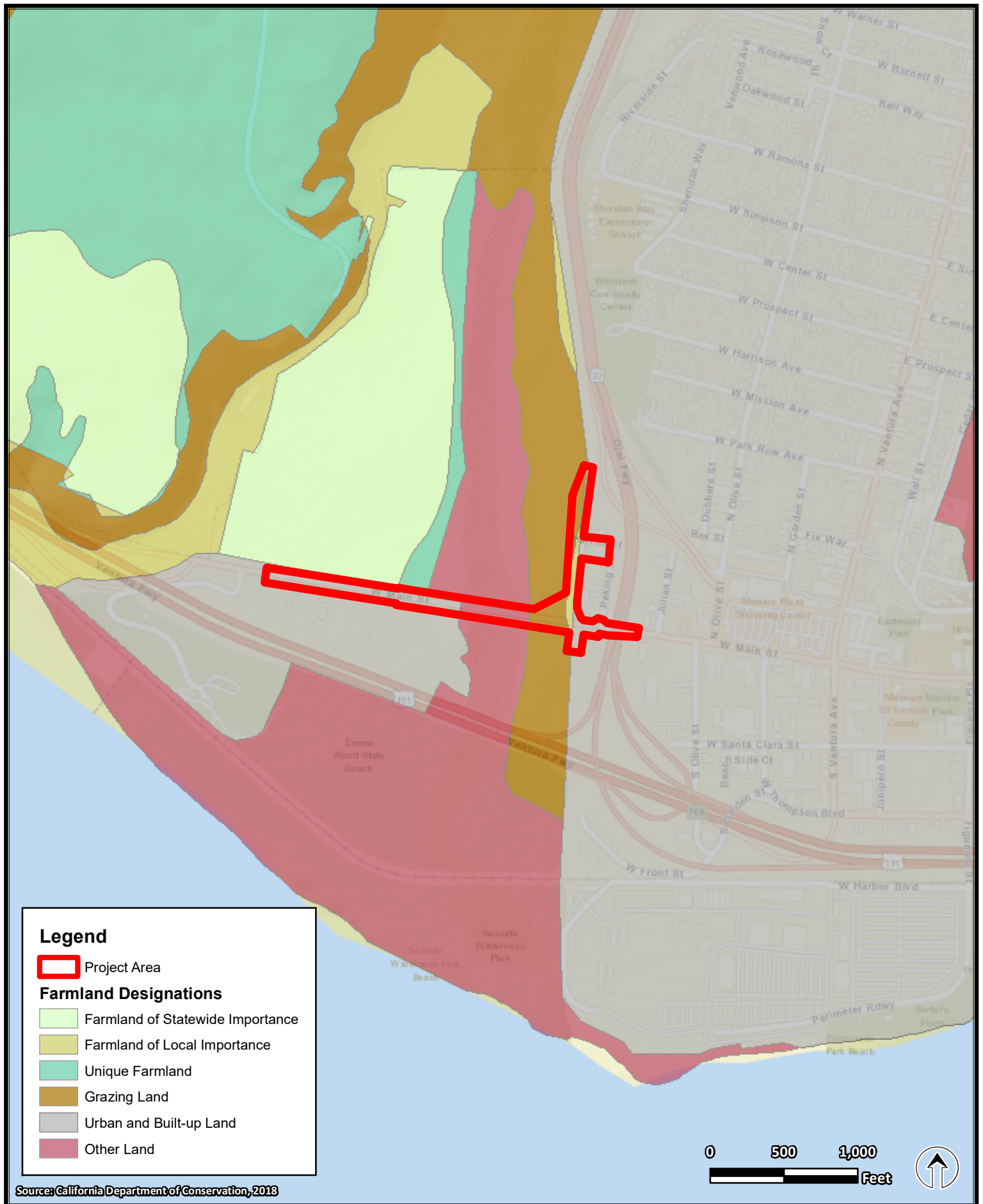
As outlined in the City's General Plan, the City has policies related to Agriculture and Forestry Resources (City of Ventura, 2005). The following policy would be applicable to the project:

- Policy 3D: Continue to preserve agricultural and other open space lands within the City's Planning Area.
 - Action 3.20: Pursuant to Save our Open Space and Agricultural Resources (SOAR), adopt development code provisions to "preserve agricultural and open space lands as desirable means of shaping the City's internal and external form and size," and "continue to preserve agricultural and other open space lands within the City's Planning Area."
 - Action 3.21: Adopt performance standards for non-farm activities in agricultural areas that protect and support farm operations, including requiring non-farm uses to provide all appropriate buffers as determined by Agriculture Commissioner's Office.
 - Action 3.22: Offer incentives for agricultural production operations to develop systems of raw product and product processing locally.

Discussion of Checklist Responses

- a. **Would the project 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 (FMMP) of the California Resources Agency, to nonagricultural use?**

Less Than Significant Impact. As stated above, according to the CDOC Important Farmland Finder map, there is Important Farmland located in the project area (California Department of Conservation, 2022). However, project construction would take place on the bridge adjacent to the Important Farmland parcels. The project would not require ROW acquisition from the surrounding properties and would not result in conversion of existing land within the river channel to any other use. Construction of the project on the west side of the bridge would be adjacent to actively farmed agricultural land; however, no TCEs or ROW would be required from that farmland. Additionally, the areas within the river channel that are mapped as farmland are not currently being utilized as farmland, nor are they expected to be utilized as farmland in the future. Therefore, the project would result in a less than significant impact on Unique Farmland and Farmland of Statewide Importance.



**FIGURE 4. IMPORTANT FARMLAND
Main Street Bridge Over the Ventura River**

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. There are no parcels located within or adjacent to the project area under a Williamson Act contract. The project would not require ROW acquisition from any agricultural parcels. Additionally, the project would not conflict with existing zoning for agricultural use or any parcels under a Williamson Act contract or result in any zoning requirements. Therefore, the project would result in no impact under a Williamson Act contract.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

No Impact. The project area is not zoned for forest land. The project area does not include timberland production. Therefore, the project would result in no impact on forest land.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project area is not zoned for, nor does it include forest land. See discussion in response (c) above. Therefore, the project would result in no impact on forest land.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Less Than Significant Impact. See discussion in response (a) and response (c).

3. Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Air Quality Standards and Attainment

The county is in the South Central Coast Air Basin (SCCAB), which is under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD), the Santa Barbara County Air Pollution Control District, and the San Luis Obispo Air Pollution Control District. The project area is within the portion of the SCCAB that is overseen by the VCAPCD. The VCAPCD is a local air quality management agency required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. The County is then classified as being in “attainment” or “nonattainment” based on whether standards are met.

The County portion of the SCCAB is designated a nonattainment area for the federal and state 8-hour ozone (O₃) standards and the state 1-hour ozone and particulate matter with a diameter of 10 microns or less (PM₁₀) standards (Ventura County Air Pollution Control District). The County is in attainment of all other federal and state standards. The County is required to implement strategies to reduce pollutant levels to recognized acceptable standards.

Air Quality Management

The VCAPCD’s 2016 Air Quality Management Plan (AQMP) is an update of the 2007 AQMP. The 2016 AQMP, adopted on February 14, 2017, incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2007 AQMP, including the approval of the new federal 8-hour

O₃ standard of 0.070 parts per million that was finalized in 2015. The 2016 AQMP builds upon the approaches taken in the 2007 AQMP and includes attainment and reasonable further progress demonstrations of the new federal 8-hour O₃ standard (VCAPCD 2017).

Air Pollutant Emission Thresholds

The 2016 AQMP provides a strategy for the attainment of state and federal air quality standards. The VCAPCD considers construction-related air quality impacts to be significant if project construction (individually and cumulatively) would jeopardize attainment of the federal 1-hour standard by generating more than 25 pounds per day (ppd) of reactive organic compounds (ROC) or nitrogen oxides (NO_x).

The VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects (VCAPCD, 2003).

Regulatory Setting

City of Ventura General Plan

As outlined in the City's General Plan, the City has policies related to Air Quality (City of Ventura, 2005). The following policy would be applicable to the project:

- Policy 7D: Minimize exposure to air pollution and hazardous substances.
 - Action 7.23: Require individual contractors to implement construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines.

Ventura County Air Pollution Control District

The VCAPCD has adopted guidelines for quantifying and determining the significance of air quality emissions in its Air Quality Assessment Guidelines for construction and operation of a project (VCAPCD, 2003).

Operational air quality impacts are considered to be significant if a project would generate more than 25 ppd of the ozone precursors ROC or NO_x. A project with emissions that exceed two ppd of ROC or NO_x is found to be inconsistent with the AQMP and to have a cumulatively considerable contribution to a significant cumulative air quality impact related to ozone. Typically, inconsistent projects cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP (VCAPCD, 2003).

There are no established quantitative thresholds for PM for either construction or operation, but the VCAPCD provides guidance by stating that a project would have a significant impact if it would be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public. Additionally, there is not an established quantitative threshold for carbon monoxide (CO) for either construction or operation. The VCAPCD guidance for CO, states that a CO hotspot screening analysis should be conducted for any project with indirect CO emissions greater than the applicable ozone project significance thresholds (i.e., 25 ppd) that may substantially impact roadway intersections currently operating at, or that are expected to operate at, Level of Service (LOS) E or F. A CO hotspot screening analysis is recommended for any project-impacted roadway intersection at which a CO hotspot might occur (VCAPCD, 2003). If project emissions exceed these criteria and the screening analysis demonstrates there may be a CO hotspot, the VCAPCD

recommends use of the CALINE4 model to determine whether the project would create or contribute to an existing CO hotspot.

Discussion of Checklist Responses

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. According to the VCAPCD's Guidelines, a project may be inconsistent with the applicable air quality plan if it would cause the existing population to exceed forecasts contained in the most recently adopted AQMP. The purpose of the project is to replace the existing bridge with a new crossing to meet the current AASHTO requirements and remain in service in the event of high river flows, bridge contraction, and pier scouring. The project would include the replacement of an existing bridge and the addition of a roundabout. The new bridge would include the same number of vehicle travel lanes, sidewalks, and a Class I bicycle facility to replace the existing facility. No additional travel lanes would be added, and the project is not considered capacity increasing. Construction activities, such as transportation of construction materials, may result in an increase in emissions; however, this would be temporary, and emissions would be similar to existing levels once construction is complete. Additionally, the project would comply with all applicable air quality regulations. Therefore, the project would result in a less than significant impact related to an air quality plan.

b. Would the project 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?

Less Than Significant Impact. The project would involve the replacement of an existing bridge and the addition of a roundabout. The new bridge would include the same number of vehicle travel lanes, sidewalks, and a Class I bicycle facility to replace the existing facility. No additional travel lanes would be added, and the project is not considered capacity increasing. However, during construction emissions of criteria pollutants for which the County is in nonattainment may increase temporarily. Once construction is completed, emission levels would return to similar conditions. Therefore, the project would result in a less than significant impact related to a considerable net increase of any criteria pollutant emissions.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The nearest sensitive noise receptor is the Ventura Beach RV Resort which is located directly adjacent to the project area. Dust emissions may vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Dust emissions depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. Additionally, the project would include pile driving, structure demolition, and other activities that could result in increased temporary air quality pollution. As discussed in response (a) and (b) above, project construction emissions would be temporary and once construction is complete emissions would return to similar conditions. However, since the project would include a temporary increase in construction-related pollutants additional analysis is required to determine whether the project could have potentially significant impacts related to substantial pollutant concentrations on sensitive receptors. This would be discussed further in the Air Quality Report and EIR.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. As stated above, the Ventura Beach RV Resort is adjacent to the project area. Because odors would be temporary and would disperse rapidly, construction-generated odors would not be anticipated to result in the frequent exposure of receptors to objectionable odorous

emissions. As discussed in responses (a) and (b) above, the construction-related emissions would be temporary and long-term operational impacts are not anticipated. Therefore, the project would result in a less than significant impact related to emissions (such as odors) affecting a large number of people.

4. Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
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 CDFW or USFWS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 CDFW or USFWS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP); Natural Community Conservation Plan; or other approved local, regional, or state HCP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Methodology

Data used for this analysis included database research and a field surveys. Data obtained from a field survey conducted on May 26, 2022, by biologists Sheri Mayta, Manju Venkat and Hannah Milroy was utilized for this analysis. In addition, a follow up focused plant survey was conducted on August 24, 2022, by Ms. Mayta and Lizbeth Pliego Guzman. A bat habitat assessment was conducted by biologists and LSA Associates on October 31, 2022, by Ms. Pliego Guzman and Jill Carpenter, as well as June 13-15, 2023, by LSA Biologists Jessica Lieu and Kelly McDonald, and by GPA Biologists Jennifer Johnson, Ms. Pliego Guzman, Victoria Masjuan, Savannah Marburger, and Mr. Venkat. In addition, a field survey for southwestern willow flycatcher and least Bell's vireo was conducted by Thomas Ryan of Ryan Ecological Consulting and biologist Ms. Masjuan on various dates between April 12, 2023, and July 16, 2023. A vegetation survey was conducted on July 9, 2024 by biologists Ms. Masjuan and Ms. Pliego Guzman. Wetland delineations were made by biologists during the surveys on May 21, 2024 and May 22, 2024.

California Natural Diversity Database (CNDDDB), California Native Plant Society (CNPS), and United States Fish and Wildlife Service (USFWS) species lists were obtained to identify federally and state listed species with the potential to be in the Biological Study Area (BSA) based on their geographical distribution (GPA Consulting, 2024). The BSA includes areas with biological communities that could be directly or indirectly

impacted by the project either permanently or temporarily (see **Figure 5**, Biological Study Area Map). Determinations on whether special-status and other sensitive resources could be in the BSA are based on 1) a record reported in the CNDDDB; 2) the presence of suitable habitat; and 3) survey results.

Regional and Project Area Setting

Soils

According to the Natural Resource Conservation Service (NRCS) Custom Soil Resource Report for the Ventura Area, California there are five soil units mapped within the BSA (Natural Resources Conservation Service, 2023). The project area consists of Anacapa Sandy Loam, 2 to 9 percent slopes, Camarillo Loam, Loamy Substratum, 0 to 2 percent slopes, Riverwash, Sandy Alluvial Land, and Tidal Flats.

Vegetation

According to the database search, eight natural communities have the potential to be in the BSA based on recorded geographical distribution. Based on field surveys, there are three special-status natural communities, including California Walnut Groves, Southern Riparian Scrub, and Southern California Steelhead Stream.

According to the database searches, 36 special-status plants have the potential to be in the BSA based on recorded geographic distribution. Based on habitat requirements and survey results, 10 special-status plant species have potential to be in the BSA including California satintail (*Imperata brevifolia*), ocellated Humboldt lily (*Lilium humboldtii* ssp. *ocellatum*), Santa Barbara honeysuckle (*Lonicera subspicata* var. *subspicata*), aparejo grass (*Muhlenbergia utilis*), Fish's milkwort (*Polygala cornuta* var. *fishiae*), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), Hoffmann's bitter gooseberry (*Ribes amarum* var. *hoffmannii*), Gambel's watercress (*Rorippa gambellii*), and Sanford's arrowhead (*Sagittaria sanfordii*). Additionally, southern California black walnuts (*Juglans californica*) were observed in the BSA.

Regulatory Setting

The following discussion provides a summary of federal, state, and local laws and regulations that pertain to sensitive and/or protected species, their habitats, and waterways within or near the project area.

Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into water of the U.S. to maintain water quality standards for surface waters.

Clean Water Act Section 404

The USACE Regulatory Program regulates activities within federal wetlands and waters of the U.S. pursuant to Section 404 of the CWA. In recent years, the definition of waters of the U.S. has been in flux. The Environmental Protection Agency (EPA) and the Department of the Army issued a revised definition of waters of the U.S in January 2023. However, the U.S. Supreme Court ruled in *Sackett v. Environmental Protection Agency* on May 25, 2023, that only wetlands and permanent bodies of water with a "continuous surface connection" to "traditional interstate navigable waters" are covered by the CWA, thus revoking the "significant nexus" standard and invalidating portions of the January 2023 rule. To conform with the *Sackett* decision, the EPA and Department of the Army issued a final revised rule on August 29, 2023, amending the January 2023 definition of waters of the U.S.

LEGEND

- Biological Study Area
- Willoughby Preserve



Source: ESRI 2022

0 100 200 Feet

FIGURE 5. BIOLOGICAL STUDY AREA
Main Street Bridge over the Ventura River

Under the August 2023 rule, waters of the U.S. include: 1) traditional navigable waters (i.e. waters that are subject to the ebb and flow of the tide and/or are presently used, have been used in the past, or may be susceptible for use for interstate or foreign commerce), the territorial seas, and interstate waters (collectively “qualifying waters”); 2) impoundments (e.g. reservoirs, retention ponds) of qualifying waters 3) tributaries to qualifying waters that are relatively permanent, standing, or continuously flowing bodies of water; 4) wetlands with a continuous surface connection to qualifying waters; and 5) intrastate lakes and ponds that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to qualifying waters (U.S. Code of Federal Regulations [CFR] 33 Section 328.3 and 40 CFR 120.2).

In streams and rivers where adjacent wetlands are absent, the USACE jurisdiction extends to the ordinary high-water mark (OHWM). The OHWM is defined as “the line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.” {33 CFR Section 328.3[c(3)]}. If the OHWM is not readily distinguishable, the USACE jurisdiction within streams extends to the “bankfull discharge” elevation, which is the level at which water begins to leave the channel and move into the floodplain (Rosgen, 1996). This level is reached at a discharge which generally has a recurrence interval of approximately 1.5 to two years on the annual flood series (Leopold, 1994).

Federal wetlands are transitional areas between well-drained upland habitats and permanently flooded (deepwater) aquatic habitats and are defined differently by different resource agencies. The USACE and the U.S. EPA define wetlands as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” {33 CFR Section 328.3[c(1)]}.

Clean Water Act Section 402

Activities within inland streams, wetlands, and riparian areas in California are regulated by agencies at the federal, state, and regional levels. The CWA establishes the basic structure for regulating discharges of pollutants into waters of the U.S. At the federal level, the U.S. EPA regulates construction-related stormwater discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program, pursuant to Section 402 of the federal CWA. Section 402 of the CWA requires that all construction sites disturbing one acre or greater of land, as well as municipal, industrial, and commercial facilities discharging wastewater or stormwater directly from a point source (a pipe, ditch or channel) into a surface water of the U.S. (a lake, river, and/or ocean) must obtain permission under the NPDES permit. All NPDES permits are written to ensure the Nation's receiving waters will achieve specified Water Quality Standards.

Clean Water Act Section 401

The State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB) are responsible for the administration of Section 401 of the CWA in the state of California. Under Section 401 of the CWA, applicants for federal licenses or permits must provide a Water Quality Certification that any discharges from a project will comply with the CWA, including state-established water quality standard requirements. For all work subject to an USACE Section 404 permit, project proponents must obtain a Water Quality Certification from the applicable RWQCB under CWA Section 401 stating that the project would comply with applicable water quality regulations.

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) was established in 1973 to provide a framework to conserve and protect endangered and threatened species and their habitat. Section 7 of the FESA requires federal agencies to ensure that actions they engage in, permit, or fund, do not jeopardize the continued existence of endangered or threatened species, or result in the destruction or adverse modification of designated critical habitat for these species. Section 7 consultation provides for the “incidental take” of endangered and threatened wildlife species by federal entities if adverse effects to species cannot be avoided. Incidental take is defined by the FESA as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. The term “take” means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.

Magnuson-Stevens Fishery Conservation and Management Act of 1976

The Magnuson-Stevens Fishery Conservation and Management Act of 1976 was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the U.S., by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas. In the Pacific Region, National Marine Fisheries Service provides regulatory oversight over all Essential Fish Habitat (EFH) for Pacific salmon.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (50 CFR Part 10 and Part 21) protects migratory birds, their occupied nests, and their eggs from disturbance and/or destruction. “Migratory birds” under the MBTA include all bird species listed in 50 CFR Part 10.13, as updated in December 2013 (United States Fish and Wildlife Service, 2013). In accordance with the Migratory Bird Treaty Reform Act of 2004 the United States Fish and Wildlife Service (USFWS) included all species native to the U.S. (or U.S. territories) that are known to be present as a result of natural biological or ecological processes. In addition, the USFWS provided clarification that the MBTA does not apply to any nonnative species whose presence in the U.S. are solely the result of intentional or unintentional human-assisted introduction (United States Fish and Wildlife Service, 2018). Nonnative bird species not protected by the MBTA include, but are not limited to, the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), and rock pigeon (*Columba livia*).

Executive Order 13112 – Invasive Species

Executive Order 13112 directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. This order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species.

Porter-Cologne Act

The RWQCB also asserts authority over waters of the state under the Porter-Cologne Act, which establishes a regulatory program to protect water quality and to protect beneficial uses of state waters. The Porter-Cologne Act empowers the RWQCB to formulate and adopt a Water Quality Control Plan that designates beneficial uses and establishes such water quality objectives that in its judgment will ensure reasonable protection of beneficial uses. Each RWQCB establishes water quality objectives that will ensure the reasonable protection of beneficial uses and the prevention of water quality degradation. Dredge or

fill activities with the potential to affect water quality in these waters must comply with Waste Discharge Requirements (WDR) issued by the RWQCB.

The term “waters of the state,” under jurisdiction of the RWQCB, is defined by California Water Code as “any surface water or groundwater, including saline waters, within the boundaries of the state” (California Water Code Section 13050(e)).

California Fish and Game Code

Under the California Fish and Game Code Section 1602, the limits of California Department of Fish and Wildlife’s (CDFW) jurisdiction within streams and other drainages extends from the top of the stream bank to the top of the opposite bank, to the outer drip line in areas containing riparian vegetation, and/or within the 100-year floodplain of a stream or river system containing fish or wildlife resources. Under Section 1602, a Streambed Alteration Agreement must be issued by the CDFW prior to the initiation of construction activities that may substantially divert or obstruct the natural flow of any river, stream, or lake; substantially change or use any material from the bed, channel, or bank, of any river, stream, or lake; or deposit debris, waste, or other materials that could pass into any river, stream, or lake under CDFW’s jurisdiction.

Section 2126 of the California Fish and Game Code states that it is unlawful for any person to take any mammal that is identified within Section 2118, including all species of bats.

Sections 3503, 3513, and 3800 of the California Fish and Game Code prohibit the take of birds protected under the MBTA and protects their occupied nests. In addition, Section 3503.5 of the California Fish and Game Code prohibits the take of any birds in the order *Falconiformes* or *Strigiformes* (birds-of-prey) and protects their occupied nests. Pursuant to Section 3801 and 3800, the only species authorized for take without prior authorization from the CDFW are the house sparrow and European starling.

State-listed species and those petitioned for listing by the CDFW are fully protected under the California Endangered Species Act (CESA). Under Section 2080.1 of the California Fish and Game Code, if a project would result in take of a species that is both federally and state listed, a consistency determination may be completed in lieu of undergoing a separate CESA consultation. Under Section 2081, if a project would result in the take of a species that is state-only listed as threatened or endangered, then an incidental take permit from the CDFW is required.

Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code prohibit the take or possession of 37 fully protected bird, mammal, reptile, amphibian, and fish species. Each of the statutes states that no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to “take” the species, and states that no previously issued permit or licenses for take of the species “shall have any force or effect” for authorizing take or possession. The CDFW will not authorize incidental take of fully protected species when activities are proposed in areas inhabited by those species.

California Environmental Quality Act

Section 15380 of the CEQA Guidelines requires that species of special concern be included in an analysis of project impacts. California Species of Special Concern include species that are native to California and are experiencing population declines but are not currently listed as threatened or endangered, all state and federally protected and candidate species, Bureau of Land Management, and United States Forest Service (USFS) sensitive species. Species considered declining or rare by the CNPS or National Audubon Society, and a selection of species which are considered to be under population stress but are not formally proposed for listing, are also included under species of special concern.

City of Ventura General Plan

The City's 2005 General Plan includes policies to reduce beach and hillside erosion, protect open space, and protect native plants and animals. The four primary policies and corresponding actions related to biological resources include:

- Policy 1A: Reduce beach and hillside erosion and threats to coastal ecosystem health.
 - Action 1.1: Adhere to the policies and directives of the California Coastal Act in reviewing and permitting any proposed development in the Coastal Zone.
- Policy 1B: Increase the area of open space protected from development impacts.
 - Action 1.8: Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal Guidelines.
 - Action 1.9: Prohibit placement of material in watercourses other than native plants and required flood control structures and remove debris periodically.
 - Action 1.11: Require that sensitive wetland and coastal areas be preserved and undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.
- Policy 1C: Improve protection for native plants and animals.
 - Action 1.16: Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands to the City.
 - Action 1.17: Require development to mitigate its impacts on wildlife through the development review process.
 - Action 1.18: Require new development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.
 - Action 1.19: Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.
 - Action 1.24: Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.
- Policy 1D: Expand the use of green practices.
 - Action 1.26: Reduce pesticide use in City operations.

Discussion of Checklist Responses

- 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 Wildlife or U.S. Fish and Wildlife Service;**

Potentially Significant Impact. The CNDDDB, CNPS, and USFWS IPaC system databases were queried for the project. According to these databases, 42 special-status wildlife species have the potential to be in the BSA based on recorded geographical distribution. Based on habitat requirements and survey results, there is potential for 22 special-status wildlife species to be within the BSA including Crotch bumble bee

(*Bombus crotchii*), American bumble bee (*Bombus pensylvanicus*), monarch— California overwintering population (*Danaus plexippus plexippus* pop. 1), tidewater goby (*Eucyclogobius newberryi*), steelhead – southern California Distinct Population Segment (DPS) (*Oncorhynchus mykiss irideus* pop. 10), foothill yellow-legged frog- south coast DPS (*Rana boylei* pop. 6), California red-legged frog (*Rana draytonii*), western spadefoot (*Spea hammondi*), southwestern pond turtle (*Actinemys pallida*), California legless lizard (*Anniella stebbinsi*), southern California legless lizard (*Anniella stebbinsi*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), San Bernardino ringneck snake (*Diadophis punctatus modestus*), two-striped gartersnake (*Thamnophis hammondi*), burrowing owl (*Athene cunicularia*) southwestern willow flycatcher (*Empidonax traillii extimus*), American peregrine falcon (*Falco peregrinus anatum*), yellow warbler (*Setophaga petechia*), least Bell’s vireo (*Vireo bellii pusillus*), pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), and hoary bat (*Lasiurus cinereus*). According to the USFWS IPaC database, there is designated critical habitat for tidewater goby, steelhead southern California DPS, and southwestern willow flycatcher within the project area. A series of eight protocol level surveys for least bell’s vireo were conducted between April 12, 2023 and July 16, 2023. Additionally, there is a western monarch overwintering site located within the project area (Xerces Society, 2024).

Based on habitat requirements and survey results, 10 special-status plant species have potential to be in the BSA including California satintail, ocellated Humboldt lily, Santa Barbara honeysuckle, aparejo grass, Fish’s milkwort, white rabbit-tobacco, Hoffmann’s bitter gooseberry, Gambel’s watercress, and Sanford’s arrowhead. Additionally, southern California black walnuts were observed in the BSA. Finally, there are wetland, riparian and other sensitive plant communities. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts, which would be discussed further in the Natural Environment Study (NES) and EIR.

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 Wildlife or U.S. Fish and Wildlife Service;

Potentially Significant Impact. There are wetland and riparian habitats within the project area. Eight special-status plant communities have the potential to be in the BSA based on previously recorded observations. Based on field surveys, there are three special-status natural communities these include California Walnut Groves, Southern Riparian Scrub, and Southern California Steelhead Stream. Therefore, the project could have a potentially significant impact related to riparian habitat or other sensitive natural communities which would be discussed further in the Aquatic Resources Delineation (ARD), NES, and EIR.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

Potentially Significant Impact. The Ventura River flows directly through the project area, which means there are protected jurisdictional wetlands that are present in the project area. In addition, the project area lies within the coastal zone, which may indicate the presence of coastal wetlands. Therefore, the project could have a potentially significant impact related to state or federally protected wetlands which would be discussed further in the ARD, NES, and EIR.

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;

Potentially Significant Impact. The Ventura River and its associated drainages provide connections between wilderness areas of Santa Ynez, Los Padres National Forest, Sulphur Mountain, and the Pacific Ocean. According to the CDFW Biographic Information and Observation System, the segment of Ventura

River in the project area is within an essential wildlife connectivity area. The project area may be used for local wildlife movement and foraging for bats, fish, and birds. The presence of bats was confirmed during the May 26, 2022, August 24, 2022, and October 31, 2022, biological reconnaissance surveys. Additionally, the project area is located in a monarch butterfly overwintering site. Construction of the project may cause disturbance for the local wildlife due to the construction of a new bridge. This may impact wildlife species migrating through the project area. The project would require the demolition and replacement of the existing bridge, which may affect nesting and migration of bats and migratory birds through the project area. Therefore, the project could have a potentially significant impact related to migratory or native wildlife which would be discussed further in the NES and EIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

No Impact. As outlined under the regulatory setting portion of this section, the Ventura County and City of Ventura General Plans have policies related to biological resources (City of Ventura, 2005) (County of Ventura, 2020). Local and regional jurisdiction would be followed to comply with Action 1.24 of the City's General Plan and COS 1.1 and 1.9 of the County's General Plan. Additionally, a Coastal Development Permit will be required from the California Coastal Commission for the project. The project would be designed in compliance with Coastal Development Permit requirements and the Ventura County Coastal Zoning Ordinance. Therefore, the project would have no impact related to local policies and ordinances.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Less Than Significant Impact. The project area is not within an approved HCP, natural community conservation plan, USFWS vernal pool recovery plan, or a grasslands ecological area. The Willoughby Preserve (Ventura Land Trust) is located between Main Street Bridge, south and east of U.S. 101 and includes several pedestrian paths. Continuous access would be provided to the Omer Rains Trail and Willoughby Preserve throughout construction of the project. Since the majority of the project would take place within the existing transportation corridor it is unlikely the project would result in any adverse impacts related to Willoughby Preserve. Therefore, the project would result in a less than significant impact related to a habitat plan.

5. Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

In 2018, the USACE evaluated the bridge and determined it was not eligible for the National Register of Historic Places (NRHP) listing; State Historic Preservation Officers concurred with the finding. Any additional information about cultural resources will be provided in the EIR.

A records search at the South Central Coast Information Center (SCCIC) at California State University, Fullerton indicated that there are 69 archaeological sites or isolates within one mile of the project. This includes eight prehistoric sites, 60 historic sites, and one multi-component site. Out of the 69 sites found, two of these are located within or adjacent to the project area (Caltrans, 2019). One is a historic cabin that is no longer extant, the other is a cultural resource located within a portion of the APE.

Regulatory Setting

City of Ventura General Plan

As outlined in the City's General Plan, the City has policies related to Cultural Resources (City of Ventura, 2005). The following policy would be applicable to the project:

- Policy 9D: Ensure proper treatment of archaeological and historic resources.
 - Action 9.14: Require archaeological assessments for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located.
 - Action 9.19: For any project in a historic district or that would affect any potential historic resource of structure more than 40 years old, require an assessment of eligibility for state and federal register and landmark status and appropriate mitigation to protect the resource.

Discussion of Checklist Responses

a. Would the project cause a substantial adverse change in the significance of a historical resource, pursuant to Section 15064?

Potentially Significant Impact. There are no properties within or adjacent to the project area listed on the NRHP. Although the surrounding area is a highly sensitive area for prehistoric, historic, and tribal cultural

resources, this area is within the active Ventura River channel and any resources present would have likely been washed away. There is a higher potential for resources along the riverbanks. AB 52 Outreach has been conducted. Additionally, a records search was completed by the SCCIC at California State University, Fullerton that indicated there are 69 archaeological sites or isolate within one mile of the project. Although permanent ROW acquisitions are not anticipated to complete the project, TCEs from the surrounding properties would be required. This could potentially result in the disturbance of the surrounding area and any cultural resources buried in the area. Additionally, the project would require construction activities such as pile driving, structure demolition, and other activities that could result in the uncovering of buried resources. Since the project involves a built resource that is over 50 years old and is located in a highly sensitive area for cultural resources, additional analysis is required to determine whether the project could have potentially significant impacts related to cultural resources, which would be discussed further in the Archaeological Survey Report (ASR), Historic Property Survey Report (HPSR), and EIR.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource, pursuant to Section 15064?

Potentially Significant Impact. The project would require excavation as deep as 50 feet below ground level and other ground disturbing areas. These activities could directly impact unknown buried cultural resources. Additionally, as stated above, the records search completed by SCCIC found that there are several buried resources surrounding the project area, and the area is considered highly sensitive for buried resources. Therefore, additional analysis is required to determine whether the project could have potentially significant impacts related to archeological resources, which should be discussed further in the ASR and EIR.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. The project is not located near or within a formal cemetery. The land within and adjacent to the project area has been largely disturbed; however, construction of the project would include ground-disturbing activities that could unearth previously undiscovered human remains interred outside of a formal cemetery. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to human remains, which would be discussed further in the HPSR, ASR, and EIR.

6. Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project area includes an existing transportation facility. The only utility in the project area currently requiring an energy source are the streetlights located along the roadway and bridge.

Regulatory Setting

California Long-Term Energy Efficiency Strategic Plan

In 2007, the California Public Utilities Commission created a framework to refocus energy efficiency on achieving long-term savings through structural changes. This plan was developed through a collaborative process involving Pacific Gas and Electric, Southern California Edison (SCE), San Diego Gas and Electric, and Southern California Gas Company. This Plan sets forth a roadmap for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision and goals for each economic sector and identifies specific near-term, mid-term and long-term strategies to assist in achieving those goals (California Public Utilities Commission, 2011).

City of Ventura General Plan

There are no policies in the City's General Plan related to Energy that would be applicable to this project.

Discussion of Checklist Responses

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The project area is primarily used for transportation. During the construction period, construction vehicles, worker vehicles, and equipment (e.g., generators) would require the use of fuel (gasoline and diesel) and electricity to operate.

Equipment used during construction would be compliant with California Air Resources Board (CARB) Standards. Compliance with CARB emission standards and state anti-idling regulations would minimize wasteful or inefficient energy consumption during construction. The project would be constructed in compliance with applicable CARB regulations regarding retrofitting, repowering, or replacing diesel off-road construction equipment. In addition, project construction would comply with state regulations (CCR Title 13, Motor Vehicles, Section 2449(d)(3)) that limit the construction vehicle idling times to no more than five minutes. Construction is anticipated to take approximately 24 months.

The project would not include the addition of lighting, and operation of the project would not require long term energy input beyond that which is currently required. Therefore, the project would result in a less than significant impact on energy resources.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The California Long-Term Energy Efficiency Strategic Plan provides a roadmap for achieving maximum energy savings across all major sectors in California and identifies strategies for achieving goals for energy. As discussed in response (a) above, fuel consumption from construction vehicles and equipment would be temporary and would represent a negligible increase in regional energy consumption. In addition, project construction and operation would be compliant with CARB Standards. Compliance with CARB emission standards that would reduce energy consumption associated with the use of construction equipment. Once operational, the energy requirements for the project would be similar to existing energy usage. Therefore, the project would not conflict with or obstruct a state or local plan and would result in no impact on local plans for renewable energy or energy efficiency.

7. Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause potential 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 a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

In January 2024 a surface fault rupture displacement hazard analysis was completed for the project by Earth Mechanics Incorporated (Earth Mechanics, Inc., 2024). The study found that the project area is located within the Transverse Ranges geomorphic province. This province is characterized by east-west mountain ranges composed of sedimentary and volcanic rocks ranging in ages from Cretaceous to Recent. In addition, the project is located within the Ventura River Valley, which extends north-south between Ventura and Ojai. The project area crosses the Ventura River which is underlain by Holocene Fluvial wash, alluvial fan, terrace, and estuarine deposits (Earth Mechanics, Inc., 2024). The deposits under the site primarily consist of sands and gravel associated with the active river channel. The project is located on the southern limb of an upwards fold, called the Ventura anticline, and underlain by the Ventura reverse fault. In addition, the Oak Ridge fault is located approximately 3.2 miles to the south and the Red Mountain fault is approximately 3.6 miles to the north. Furthermore, the area is characterized by deposits

containing primarily Mesozoic and Cenozoic sediments, estimated to be more the 6,100 meters in total thickness.

The project area is in seismically active southern California and is subject to shaking from local and distant earthquakes. Smaller earthquakes occur as primarily loose clusters along the southern margin of the Santa Monica Mountains, along the margin between the Santa Susana-San Fernando Valley and the southern margin of the San Gabriel Mountains. According to the fault investigation completed by Earth Mechanics Incorporated, the Ventura Fault is likely located approximately 500 feet south of the centerline of the bridge. According to the model used for the analysis the estimated disturbed displacement at the bridge is 57% of the estimated values on the fault trace (Earth Mechanics, Inc., 2024). The potential for primary fault rupture to impact the project in the event of an earthquake on the fault is low; however, the seven to nine meters of potential uplift during an earthquake would cause strong shaking.

Faulting

Ventura Fault

The Ventura Fault is a north-dipping reverse fault that is located beneath the project area. It is considered one of the largest earthquake sources in southern California, as part of the Ventura-Pitas fault system. Studies indicate the fault system ruptures with discreet, large magnitude events, each resulting in an uplifting of 7 to 10 meters (Earth Mechanics, Inc., 2024). The latest faulting event is thought to have occurred about 800 years ago, with a recurrence interval of approximately 1,000 years.

An Earthquake Fault Zone (EFZ) for the Ventura Fault is located about a quarter mile east of the project area. During investigations for the earthquake fault zoning, evidence for Holocene ground rupture of the Ventura Fault to the west was not conclusive, hence the portion of the fault underlying the site is not zoned.

Oak Ridge Fault

The Oak Ridge Fault is a south-dipping, reverse fault that is located approximately 3.2 miles south of the project area. The slip rate is estimated at 3.5 to 6 mm per year with a probable magnitude of 6.5 to 7.5.

Red Mountain Fault

The Red Mountain Fault is a north-dipping, reverse fault located approximately 3.6 miles north of the project area. The slip rate is estimated at 0.4 to 1.5 mm per year with a probable magnitude of 6.0 to 7.0.

San Cayetano Fault

The San Cayetano Fault is a low angle, north-dipping reverse fault located about 14 miles northeast of the project area. The slip rate is estimated to be 1.5 to 8 mm per year, with a probable magnitude of 6.5 to 7.3.

Regulatory Setting

Alquist-Priolo Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act requires a geological investigation to be conducted to demonstrate that proposed buildings will not be constructed across active faults before a project can be permitted. Earthquake Fault Zones are required to be delineated by the State Geologist, in this case the California Geological Survey, along faults that are “sufficiently active and well defined” as defined in the Act.

Seismic Hazards Mapping Act

This Act was passed in 1990 to reduce the threat to public health and safety from seismic hazards, including strong ground shaking, liquefaction, landslides, or other ground failure. Site-specific hazard investigations are required when a development project is located within one of the Seismic Hazard Mapping Zones defined as a zone of required investigation.

City of Ventura General Plan

- Policy 7B: Minimize risk from geologic and flood hazards
 - Action 7.7: Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site:
 - With slopes greater than 10 percent or that otherwise have potential for land sliding,
 - Along bluffs, dunes, beaches, or other coastal features,
 - In an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault,
 - In areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils,
 - In areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.
 - Action 7.9: Maintain and implement the Standard Emergency Management System (SEMS) Multihazard Functional Response Plan.
 - Action 7.10: Require proponents of any new developments within the 100-year floodplain to implement measures, as identified in the Flood Plain Ordinance, to protect structures from 100-year flood hazards (e.g., by raising the finished floor elevation outside the floodplain).
 - Action 7.11: Prohibit grading for vehicle access and parking or operation of vehicles within any floodway.

Discussion of Checklist Responses

- a. **Directly or indirectly cause potential 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 a known fault? Refer to Division of Mines and Geology Special Publication 42?**

Less Than Significant Impact. There is potential for rupture of the Ventura Fault within the vicinity of the project, as the Ventura Fault lies approximately 500 feet south of the centerline of the bridge. However, the existing bridge is considered structurally deficient, and the new bridge would be designed and built in compliance with all local building and safety codes, as stated by the California Building Code and would be current AASHTO requirements. Compliance with those requirements will ensure safety in the event of an earthquake. In addition, a site-specific geotechnical study would be performed by a qualified geotechnical engineer and will include recommendations to be incorporated into project design and construction. Therefore, the project would result in a less than significant impact related to the rupture of a known earthquake fault.

ii) Strong seismic ground shaking?

Less Than Significant Impact. Due to the proximity to the Ventura Fault, as well as other nearby faults, there is a potential for strong seismic ground shaking within the project area. This can be amplified further with the proximity to the above-mentioned faults. The project would be implemented in compliance with all local building and safety codes, as stated by the California Building Code. Compliance with those requirements will ensure safety in the event of an earthquake. In addition, a site-specific geotechnical study would be performed by a qualified geotechnical engineer and will include recommendations to be incorporated into project design and construction. Therefore, the project would result in a less than significant impact related to strong seismic ground shaking.

iii) Seismic related ground-failure, including liquefaction?

Less Than Significant Impact. The land within the project area is classified as a liquefaction zone (California Department of Conservation, 2021). However, the project would be designed to accommodate anticipated levels of ground shaking experienced in the region, as well as the risk of liquefaction. In addition, a site-specific geotechnical study would be performed by a qualified geotechnical engineer and will include recommendations to be incorporated into project design and construction. Therefore, the project would result in a less than significant impact related to liquefaction.

iv) Landslides?

No Impact. The project area and surrounding land does not exhibit the characteristics of an area that would pose landslide threats. According to the City's General Plan, the project area is not within a landslide hazard area (City of Ventura, 2005). Therefore, the project would result in no impact related to landslides.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Erosion is the movement of rocks and soil from the Earth's surface by wind, rain, or running water. Several factors influence erosion, such as the size of soil particles (larger particles are more prone to erosion), and vegetation cover, which prevents erosion. Soil textures in the project area have a low erosion potential, with K Factors ranging from 0.05 to 0.20. Therefore, the project would result in a less than significant impact related to soil erosion.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. See discussion in response (a.iii. and a.iv.)

d. Be located on expansive soil, as defined in table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks of life or property?

Less Than Significant Impact. Soils in the project area have a low shrink to swell potential (Natural Resources Conservation Service, 2024). According to the Ventura County Building Code, in areas likely to have expansive soil, the building official requires soil tests to determine where such soils do exist. If the project is found to reside on expansive soils, the project is required to incorporate a special design consideration in accordance with Section 1808.6 of the Ventura County Building Code (County of Ventura, 2019). If the soils in the project area are expansive, the project would be designed to comply with Section 1808.6 of the Ventura County Building Code. Therefore, the project would result in a less than significant impact related to expansive soil.

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?

No Impact. The project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the project would result in no impact related to septic tanks or alternative wastewater disposal systems.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources refer to the fossilized remains of plant and animal life. In Ventura County, paleontological remains include examples from most of geological history, including the Paleozoic (542 to 251 million years ago), the Mesozoic (251 to 65.5 million years ago), and the Cenozoic (65.5 million years ago to the present). There is no inventory of paleontological resources that has been completed for the Ventura area. However, the project lies within the Ventura River and would include excavating deeper than the previous bridge installation. Therefore, the project has a potentially significant impact that will be further analyzed in the Paleontological Identification Report and EIR.

8. Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate change conditions. The principal GHGs are carbon dioxide (CO₂), methane, nitrous oxide, sulfur hexafluoride, perfluorocarbons, hydrofluorocarbons, and water vapor. CO₂ is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential to different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan, which was developed by the ARB in coordination with the Climate Action Team, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the state's emissions. The Scoping Plan was approved by the ARB on December 11, 2008. According to the 2017 Climate Change Scoping Plan Update, California has made progress toward achieving the 2020 statewide target while also reducing criteria pollutants and toxic air contaminants and supporting economic growth (California Air Resources Board, 2017). The ARB published a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by AB 32 (California Air Resources Board, 2017).

According to the 2017 Climate Change Scoping Plan Update, the major source of GHGs in California is transportation, contributing approximately 37 percent of the state's total GHG emissions. Industrial sources are the second largest generator, contributing approximately 24 percent of the state's GHG emissions. Residential and commercial sources contribute only about six and five percent respectively, of the state's GHG emissions. These are less than the eight percent generated by agriculture (California Air Resources Board, 2017).

Regulatory Setting

City of Ventura General Plan

There are no policies in the City's General Plan related to GHG emissions that would be applicable to this project.

Discussion of Checklist Responses

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Construction equipment would emit GHGs while in use. However, project construction would comply with state regulations (CCR Title 13, Motor Vehicles, Section 2449(d)(3)) that limit construction vehicle idling times to no more than five minutes, which would reduce GHG emissions. The project includes replacement of an existing bridge and the addition of a roundabout. The new bridge would include the same number of vehicle travel lanes, sidewalks, and a Class I bicycle facility to replace the existing facility. No additional travel lanes would be added, and the project is not considered capacity increasing. Construction-related emissions would be temporary and long-term operational impacts are not anticipated. Therefore, the project would result in a less than significant impact related to GHG emissions.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As discussed in response (a) above, the project would comply with state regulations, and long-term emissions are not anticipated. Therefore, the project would result in a less than significant impact related to conflicts with applicable plans, policies or regulations adopted for the purpose of reducing the emissions of GHGs.

9. Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

According to the State Water Resources Control Board (SWRCB) Geotracker, there are 23 hazardous waste sites located within 0.5 mile of the project area. Out of the 23 sites found in the project area 21 are listed as completed case closed, while two cases remain open (State Water Resources Control Board, 2024). According to the Department of Toxic Substances and Chemicals (DTSC) EnviroStor, there are 17 hazardous waste sites located within 0.5 of the project area. Of all the sites listed only one site is still active (Department of Toxic Substances and Chemicals, 2024).

Regulatory Setting

City of Ventura General Plan

As outlined in the City's General Plan, the City has policies related to Hazards and Hazardous Materials (City of Ventura, 2005). The following policy would be applicable to the project:

- Policy 7D: Minimize exposure to air pollution and hazardous substances.
 - Action 7.30: Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State, and Federal agencies in the event of a violation.

Discussion of Checklist Responses

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. The existing bridge was built in 1932 and rebuilt in 1950. Due to the age of the existing bridge there is potential for asbestos-containing material to be in concrete piping, which could be encountered during bridge demolition. Temporary striping and construction signs may be needed outside the permanent construction boundaries at both approaches. Temporary striping would include removal of existing striping, painting temporary striping, and replacement of permanent thermoplastic striping. However, these would be removed once construction is completed. Project construction would require the transportation, use, and removal of construction materials and waste that could be hazardous. It is currently unknown if the project would create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials; therefore, additional analysis is required to determine whether the project could have potentially significant impacts related to hazardous waste, which would be discussed further in the Phase I Initial Site Assessment (ISA) and the EIR.

b. Would the project 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?

Potentially Significant Impact. See discussion in response (a) above.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The school nearest to the project area is Sheridan Way Elementary School located approximately 0.55 mile north of the project area. Therefore, the project would result in no impact related to hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

d. Be located on a site that 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?

Potentially Significant Impact. According to the SWRCB, there are 23 hazardous waste sites located within 0.5 mile of the project area. Out of the 23 sites located in the project area 21 are listed as completed case closed, while two cases remain open (State Water Resources Control Board, 2024). According to the DTSC, there are 17 hazardous waste sites located within 0.5 of the project area. Of all the sites listed only one site is still active (Department of Toxic Substances and Chemicals, 2024). Since there are several hazardous waste sites located within the project area there could be potential for hazardous emissions or materials to impact the public. Therefore, additional analysis is required to determine whether the project could

have a potentially significant impact related to hazardous materials, which would be discussed further in the Phase I ISA and EIR.

- 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 or excessive noise for people residing or working in the project area?**

No Impact. The closest airport is Oxnard Airport, approximately eight miles south of the project area. There are no airports within two miles of the project area; therefore, the project would result in no impact on an airport land use planning area.

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. The Ventura County Emergency Operation Plan includes steps for response in the case of an emergency (County of Ventura, Emergency Operations Plan, 2013). The steps are the following.

- Evacuation of threatened populations to safe areas;
- Advising threatened populations of the emergency and apprising them of safety measures to be implemented;
- Advising adjacent jurisdictions (Los Angeles and Santa Barbara Operational Areas) of the emergency;
- Identifying the need for mutual aid and requesting such through the appropriate, established chain and the California Emergency Management Agency Southern Region; and
- Proclamation of a Local Emergency by the Sheriff (As Director of Emergency Services), ratified by the County Board of Supervisors.

It is anticipated that continuous access would be provided for vehicles, bicycles, and pedestrians during the entire construction phase; however, construction may result in slower emergency response times. Construction is anticipated to last approximately 24 months and once construction is completed full access would be restored. Therefore, the project would result in a less than significant impact on an adopted emergency response plan or emergency evacuation plan.

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

Less Than Significant Impact. According to the City, the project is located in a Very High Fire Hazard Severity Zone (FHSZ) (City of Ventura, 2007). However, the project consists of replacement of an existing bridge and improvements on an existing roadway, and construction and operation of the project would not increase the potential for wildland fires or expose people or structures to a significant risk of loss, injury or death involving wildland fires in the area. Therefore, the project would result in a less than significant impact related to wildland fires.

10. Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 through the addition of impervious surfaces, in a manner that would:				
i. Result in substantial erosion or siltation on- or off-site;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, rise release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project falls within the Lower Ventura River sub watershed (HUC 180701010106), within the Ventura River Watershed (HUC 18070101) (United States Geological Survey, 2023). In addition, the project is within the Lower Ventura River Subbasin (State Water Resources Control Board, 2004). Ventura River flows through the project area. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Panel 0611C0741F, the project Area is in Zone AE, which is a Regulatory Floodway

with a one percent annual chance flood hazard. In addition, the project area is in Zone X, which is an area with reduced risk due to levee (Federal Emergency Management Agency, 2024).

Regulatory Setting

Clean Water Act

The CWA establishes the basic structure for regulating discharges of pollutants into water of the U.S. to maintain water quality standards for surface waters.

Clean Water Act Section 404

The USACE Regulatory Program regulates activities within federal wetlands and waters of the U.S. pursuant to Section 404 of the CWA. In recent years, the definition of waters of the U.S. has been in flux. The EPA and the Department of the Army issued a revised definition of waters of the U.S. in January 2023. However, the U.S. Supreme Court ruled in *Sackett v. Environmental Protection Agency* on May 25, 2023, that only wetlands and permanent bodies of water with a “continuous surface connection” to “traditional interstate navigable waters” are covered by the Clean Water Act, thus revoking the “significant nexus” standard and invalidating portions of the January 2023 rule. To conform with the *Sackett* decision, the EPA and Department of the Army issued a final revised rule on August 29, 2023, amending the January 2023 definition of waters of the U.S.

Under the August 2023 rule, waters of the U.S. include: 1) traditional navigable waters (i.e. waters that are subject to the ebb and flow of the tide and/or are presently used, have been used in the past, or may be susceptible for use for interstate or foreign commerce), the territorial seas, and interstate waters (collectively “qualifying waters”); 2) impoundments (e.g. reservoirs, retention ponds) of qualifying waters 3) tributaries to qualifying waters that are relatively permanent, standing, or continuously flowing bodies of water; 4) wetlands with a continuous surface connection to qualifying waters; and 5) intrastate lakes and ponds that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to qualifying waters (CFR 33 Section 328.3 and 40 CFR 120.2).

In streams and rivers where adjacent wetlands are absent, the USACE jurisdiction extends to the ordinary high-water mark (OHWM). The OHWM is defined as “the line on the shore established by the fluctuations of water and indicated by physical characteristics such as clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.” {33 CFR Section 328.3[c(3)]}. If the OHWM is not readily distinguishable, the USACE jurisdiction within streams extends to the “bankfull discharge” elevation, which is the level at which water begins to leave the channel and move into the floodplain (Rosgen, 1996). This level is reached at a discharge which generally has a recurrence interval of approximately 1.5 to two years on the annual flood series (Leopold, 1994).

Federal wetlands are transitional areas between well-drained upland habitats and permanently flooded (deepwater) aquatic habitats and are defined differently by different resource agencies. The USACE and the U.S. EPA define wetlands as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” {33 CFR Section 328.3[c(1)]}.

Clean Water Act Section 402

Activities within inland streams, wetlands, and riparian areas in California are regulated by agencies at the federal, state, and regional levels. The CWA establishes the basic structure for regulating discharges of pollutants into waters of the U.S. At the federal level, the U.S. EPA regulates construction-related

stormwater discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program, pursuant to Section 402 of the federal CWA. Section 402 of the CWA requires that all construction sites disturbing one acre or greater of land, as well as municipal, industrial, and commercial facilities discharging wastewater or stormwater directly from a point source (a pipe, ditch or channel) into a surface water of the U.S. (a lake, river, and/or ocean) must obtain permission under the NPDES permit. All NPDES permits are written to ensure the Nation's receiving waters will achieve specified Water Quality Standards.

Clean Water Act Section 401

The SWRCB and RWQCB are responsible for the administration of Section 401 of the CWA in the state of California. Under Section 401 of the CWA, applicants for federal licenses or permits must provide a Water Quality Certification that any discharges from a project will comply with the CWA, including state-established water quality standard requirements. For all work subject to an USACE Section 404 permit, project proponents must obtain a Water Quality Certification from the applicable RWQCB under CWA Section 401 stating that the project would comply with applicable water quality regulations.

Magnuson-Stevens Fishery Conservation and Management Act of 1976

The Magnuson-Stevens Fishery Conservation and Management Act of 1976 was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the U.S., by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas. In the Pacific Region, National Marine Fisheries Service (NMFS) provides regulatory oversight over all Essential Fish Habitat for Pacific salmon.

Porter-Cologne Water Quality Control Act

The RWQCB also asserts authority over waters of the state under the Porter-Cologne Act, which establishes a regulatory program to protect water quality and to protect beneficial uses of state waters. The Porter-Cologne Act empowers the RWQCB to formulate and adopt a Water Quality Control Plan that designates beneficial uses and establishes such water quality objectives that in its judgment will ensure reasonable protection of beneficial uses. Each RWQCB establishes water quality objectives that will ensure the reasonable protection of beneficial uses and the prevention of water quality degradation. Dredge or fill activities with the potential to affect water quality in these waters must comply with Waste Discharge Requirements (WDR) issued by the RWQCB.

The term "waters of the state," under jurisdiction of the RWQCB, is defined by California Water Code as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code Section 13050(e)).

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB adjudicates water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, TMDLs, and NPDES permits. RWQCBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System Program

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of stormwater dischargers, including MS4s. The U.S. EPA defines an MS4 as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over stormwater, that are designed or used for collecting or conveying stormwater.” The SWRCB has identified Caltrans as an owner/operator of an MS4 pursuant to federal regulations. Caltrans’ MS4 permit covers all Caltrans rights-of-way, properties, facilities, and activities in the state. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

California Ocean Plan

This project discharges to coastal watersheds within one mile of the Pacific Ocean, and, as such, the project is subject to the Water Quality Control Plan for Ocean Waters of California. Goals and policies, beneficial uses, and water quality objectives that apply to the Pacific Ocean are contained in the Ocean Plan.

The Ocean Plan also includes implementation provisions for Areas of Special Biological Significance (ASBS) designated by the SWRCB as requiring special protection of species or biological communities to the extent that maintenance of natural water quality is assured. The implementation provisions are as follows:

1. Waste shall not be discharged to areas designated as ASBS. Discharges shall be located at a sufficient distance from such designated areas to assure maintenance of natural water quality condition in these areas.
2. RWQCBs may approve waste discharge requirements and recommend certification for limited-term (i.e., weeks or months) activities in ASBS. Limited-term activities include maintenance/repair of existing boat facilities, restoration of sea walls, repair of existing stormwater pipes, and replacement/repair of existing bridges. Limited-term activities may result in temporary and short-term changes in existing water quality. Water quality degradation shall be limited to the shortest possible time. The activities must not permanently degrade water quality or result in water quality lower than that necessary to protect existing uses, and all practical means of minimizing such degradation shall be implemented.

Basin Plan for Coastal Watersheds of Los Angeles and Ventura Counties

The California Water Code (§13241) specifies that each RWQCB shall establish water quality objectives. The project area is within the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB) which creates water quality regulations through the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan).

The Basin Plan lists the beneficial uses of surface waters and groundwaters in the region. Beneficial uses are uses that may be protected against quality degradation. These uses include and are not limited to domestic, municipal, agricultural, and industrial supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or preserves. The beneficial uses of surface waters and groundwaters in the basin are designated in the water quality control plans.

The Basin Plan also includes water quality objectives, which are the limits or levels of water quality constituents or characteristics. These objectives are for the reasonable protection of beneficial uses of

water or the prevention of nuisance, such as injurious to health, offensive to the senses, or interfering with the enjoyment of life or property, within a specific area.

City of Ventura General Plan

The City's 2005 General Plan includes policies to reduce beach and hillside erosion, protect open space, and protect native plants and animals. The four primary policies and corresponding actions related to biological resources include:

- Policy 1B: Increase the area of open space protected from development impacts.
 - Action 1.8: Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal Guidelines.
 - Action 1.9: Prohibit placement of material in watercourses other than native plants and required flood control structures and remove debris periodically.
 - Action 1.11: Require that sensitive wetland and coastal areas be preserved and undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.
- Policy 1C: Improve protection for native plants and animals.
 - Action 1.16: Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands to the City.
 - Action 1.17: Require development to mitigate its impacts on wildlife through the development review process.
 - Action 1.18: Require new development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.
 - Action 1.19: Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.
 - Action 1.24: Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.
- Policy 1D: Expand the use of green practices.
 - Action 1.26: Reduce pesticide use in City operations.

Discussion of Checklist Responses

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Potentially Significant Impact. The project area falls under LARWQCB jurisdiction (State Water Resources Control Board, 2024). According to the National Wetlands Inventory mapper, the Ventura River is a protected waterway that flows through the project area. During construction, the project would require work within the Ventura River, including demolition of the existing structure and construction of permanent pier structures, which would require the use of equipment and materials within the river channel. However, the existing bridge is considered structurally deficient and the new bridge would be designed and built in compliance with all local building and safety codes, as stated by the California

Building Code and would meet current AASHTO requirements. These requirements would reduce erosion and scour under the bridge. The project would be required to comply with all applicable NPDES Permits. Additionally, operation of the project would not prevent water from entering the existing drainages as it has previously. Therefore, additional analysis is required to determine whether the project could have potentially significant impacts related to groundwater quality, which would be discussed further in the Water Quality Assessment Report (WQAR) and EIR.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The project could result in increased impervious surface area. The surface runoff resulting from the project would flow off of the edge of the proposed bridge and into the Ventura River, which would be similar to the existing conditions. Implementation of the project would not result in a decrease of stormwater runoff into the existing waterways. Therefore, the project would result in a less than significant impact on groundwater recharge.

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 through the addition of impervious surfaces, in a manner that would:

i) Result in a substantial erosion or situation on- or off-site?

Potentially Significant Impact. See discussion in response (a) above.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flood on- or off-site?

Less Than Significant Impact. The project could result in an increased impervious surface area. The potential increase in impervious surface area could result in an increase in rate or amount of surface runoff. However, the purpose of the project is to replace the existing bridge and allow the new bridge to remain in service in the event of high river flows, bridge contraction and pier scouring. The project would be designed with a new foundation and piers to support the bridge in the event of high surface runoff or flooding. Therefore, the project would result in a less than significant impact related to surface runoff in a manner which would result in flood on or off site.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. See discussion in response (c.ii) above.

iv) Impede or redirect flood flows?

Less Than Significant Impact. According to the FEMA Flood Insurance Rate Map Panel 0611C0741F, the project area is in Zone AE, which is a Regulatory Floodway with a one percent annual chance flood hazard. In addition, the project area is in Zone X, which is an area with reduced risk due to levee. The project design of the new bridge would be similar to the existing bridge which would allow for similar or lower water elevations near the bridge. Additionally, as stated above in response (c. ii), the purpose of the project is to replace the existing bridge and allow the new bridge to remain in service in the event of high river flows, bridge contraction and pier scouring. It is anticipated that the new design would not prevent water from entering drainage as it has previously and it may improve drainage within the project area. Therefore, the project would result in a less than significant impact related to impeding or redirecting flood flows.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. According to the FEMA Flood Insurance Rate Map Panel 0611C0741F, the project area is in Zone AE, which is a Regulatory Floodway with a one percent annual chance flood hazard. In addition, the project area is in Zone X, which is an area with reduced risk due to levee.

A tsunami is a series of traveling ocean waves of extremely long length generated primarily by vertical movement on a fault (earthquake) occurring along the ocean floor. The project area is within a tsunami hazard zone and would be subject to inundation by a tsunami (California Department of Conservation, n.d.). In addition, the Ventura River flows through the project area, and has the potential to generate a seiche during seismic ground shaking. However, the existing bridge is considered structurally deficient, and the new bridge would be designed and built in compliance with all local building and safety codes, as stated by the California Building Code and would meet current AASHTO requirements.

While the project would result in an increase in impervious surface, and there is potential for a tsunami or seiche, the project is being designed to replace a structurally deficient bridge with a new structurally sound bridge that would not result in an increase in risk compared to the existing bridge. Therefore, the project would result in a less than significant impact related to risk release of pollutants due to project inundation.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The project would be conducted in compliance with all applicable water quality control or sustainable groundwater management plans. Therefore, the project would result in no impact related to water quality control or sustainable groundwater management plans.

11.Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project is located in a transportation corridor and the current zoning designation of the land surrounding the project area includes Agriculture, Parks & Open Space, and Downtown Specific Plan (City of Ventura, 2005).

Regulatory Setting

City of Ventura General Plan

As outlined in the City's General Plan, the City has policies related to Land Use and Planning. The following policy would be applicable to the project:

- Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.
 - Action 4.1: Direct city transportation investment to efforts that improve user safety and keep the circulation system structurally sound and adequately maintained. First priority for capital funding will go to our pavement management program to return Ventura streets to excellent condition.
 - Action 4.2: Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options.

City of Ventura 1989 Comprehensive Plan

The City of Ventura 1989 Comprehensive Plan has policies related to Land Use and Planning that were previously approved by the California Coastal Commission. The following policy would be applicable to the project:

- Policy 15.8: The City should continue to request California Coastal Conservancy assistance in possible coastal projects such as agricultural preservation, coastal resource enhancement, public access and coastal restoration.

Local Coastal Program

The city's Local Coastal Program identifies several Coastal Act policies that are applicable to the assessment of the project in the coastal zone. These policies are briefly described below:

- Preservation of Agricultural Lands (Section 30241 and 30242 of the Coastal Act. Coastal Act policies 30241 and 30242 require that the maximum amount of prime land be maintained in agricultural production, and only under certain conditions are allowances made for agricultural

land to be converted to urban uses. Non-agricultural uses will be permitted only where agricultural use is not feasible or where new development is located within, contiguous with or in proximity to viable existing developed areas and would complete a logical neighborhood. To protect the agricultural economy in the coastal zone, conflicts between agricultural uses and urban development shall be minimized through the use of buffer areas and adjacent land uses which will not diminish agricultural production.

- Coastal Access from Inland Areas (Section 30210). In carrying out the requirements of Section 2 Article XV of the California Constitution, maximum access to the shoreline and navigable waters and recreational opportunities must be provided for all the people, consistent with consideration for fragile natural resources, protection of agricultural lands and property rights.
- Protection of Sensitive Habitats (Section 30240). The Coastal Act defines environmentally sensitive habitats as areas in which plant or animal life are either rare or especially valuable because of their unique nature or role in an ecosystem which could easily be disturbed or degraded by human activities and developments. Sensitive habitat areas must be protected and only use dependent upon habitat areas are allowed. Development which lies adjacent to sensitive habitats, parks and recreational facilities must not significantly degrade the habitat and be compatible with habitat areas. The Coastal Act also sets forth actions for maintaining and restoring the biological productivity and quality of environmentally sensitive areas. Alterations to streams and rivers are limited and special provisions must be made for marine resources to maintain, enhance and restore areas of special biological significance.
- Coastal Visual Resources (Section 30251). The scenic and visual qualities of coastal areas are considered a resource of public importance. Permitted development must be sited and designed to protect views to and along ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and to restore and enhance visual quality.

Discussion of Checklist Responses

a. Would the project divide an Established Community?

Less Than Significant Impact. The purpose of the project includes replacing the existing bridge with a new crossing to remain in service in the event of high river flows, bridge contraction, and pier scouring. The project would include replacement of an existing bridge on a similar alignment and would not result in construction of any new barriers that could potentially divide an established community. Therefore, the project would result in a less than significant impact related to physically dividing an established community.

b. Would the project conflict with Land Use Plans or Policies?

No Impact. Policy 4A of the City's General Plan includes actions that state, "Direct city transportation investment to efforts that improve user safety and keep the circulation system structurally sound and adequately maintained. First priority for capital funding will go to our pavement management program to return Ventura streets to excellent condition," and "Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options." The project is intended to improve vehicle and bicycle travel safety. The City's 1989 Comprehensive Plan also references Policy 15.8 which has been approved by the California Coastal Commission. Additionally, as referenced above several policies from the City's Local Coastal Program are applicable to the assessment of the project in the coastal zone. The project is located mostly within an existing transportation corridor within an urbanized area. Additionally, a Coastal Development Permit would be required from the

California Coastal Commission to ensure the project design remains consistent with all applicable regulations. Therefore, the project is consistent with City planning documents and would result in no impact related to applicable land use plans or policies.

12. Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Ventura County is located within the Transverse Ranges geomorphic province, which are an east-west trending series of steep mountain ranges and valleys. The region has an abundance of petroleum-rich sedimentary rocks, which makes this area an important oil-producing area in the U.S. (California Geologic Survey, 2002).

The project is not located in a petroleum field; however, it may be located in a known aggregate region and is classified as Mineral Resource Zone (MRZ) -3a, per Figure 4.9-1: Petroleum Resources and Figure 4.9-2: Aggregate Resources of the 2005 General Plan EIR (City of Ventura, 2005). MRZ-3a are areas that are judged to have higher potential than other deposits classified as MRZ-3.

Regulatory Setting

The Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act (SMARA) encourages the production, conservation, and protection of California's mineral resources. SMARA requires that the State Mining and Geology Board map areas throughout the State of California that contain regionally significant mineral resources. These mineral resources are classified based on the MRZ system, which classifies MRZs into four categories:

- MRZ-1: Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2: Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3: Areas containing mineral deposits for which the significance cannot be determined from available data.
- MRZ-4: Areas where available information is inadequate for assignment of any other MRZ category.

Discussion of Checklist Responses

a. Result in the loss of availability of a known mineral resource that would be a value to the region and residents of the state?

No Impact. The 2005 General Plan EIR anticipates that areas designated as MRZ-3a would be removed from the sphere of influence and that the only land protected from incompatible land uses to the available mineral resources are those classified as MRZ-2. Therefore, the project would result in no impact on mineral resources.

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?

No Impact. See discussion in response (a) above.

13.Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project area is on the outskirts of the City of Ventura, approximately 130 feet away from the nearest sensitive noise receptor. In the existing condition, the primary source of noise for the project area is traffic along Main Street.

Regulatory Setting

City of Ventura Municipal Code – Chapter 10-650

The City Municipal Code - Chapter 10-650, regulates the construction noise level in the City of Ventura. The construction work must be performed within the hours of 7:00 a.m. and 8:00 p.m. seven days a week. This time frame may be modified for some larger projects and will be referred to in the Planning Division's "Conditions of Approval".

The maximum noise level allowed in residential zones is 55 decibels, and 65 decibels in commercial zones.

City of Ventura General Plan

There are no policies in the City's General Plan related to noise that would be applicable to this project.

Discussion of Checklist Responses

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;**

Potentially Significant Impact. The nearest sensitive noise receptors are residents of the Ventura Beach RV Resort, located approximately 130 feet south of the project area. Construction and operation of the project could potentially impact these noise receptors due to pile driving, structure demolition, and other activities. Furthermore, the widening of the bridge could increase noise levels from traffic on the bridge during operation. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to increased noise levels, which would be further discussed in the EIR.

b. Generation of excessive groundborne vibration or groundborne noise levels;

Potentially Significant Impact. Construction of the project would include pile driving, structure demolition, and other activities that would temporarily result in increased groundborne noise and vibration levels. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to groundborne vibration, which would be further discussed in the EIR.

c. For a project located within the vicinity of a private airstrip or 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?

No Impact. The closest airport to the project area is Oxnard Airport, located approximately 8 miles southeast. The project area would not be subject to high levels of aircraft noise and would not result in a safety hazard for individuals or construction workers within or around the project area. Therefore, the project would result in no impact related to airport land use and will not be discussed further in the EIR.

14. Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace a substantial number of existing people or housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

According to the U.S. Census, the 2022 population estimate within the County was approximately 838,734 people and has increased steadily since 2010 (United States Census Bureau, 2022).

Regulatory Setting

City of Ventura General Plan

There are no policies in the City's General Plan related to Population and Housing that would be applicable to this project.

Discussion of Checklist Responses

a. Would the project induce Population Growth?

No Impact. The project would not include construction of new homes and businesses. Construction workers would be present for a temporary period of time but are not expected to contribute to population growth in the project area. Construction activities would be limited to improvements to an existing transportation facility and the project would not result in the extension of roads or other infrastructure to undeveloped areas. The project would not increase roadway capacity. Direct and indirect population growth from construction of the project is not anticipated. Therefore, the project would result in no impact on population growth.

b. Would the project displace Population or Housing?

No Impact. The project would not require the acquisition of any residences. Therefore, the project would result in no impact related to displacement or housing.

15. Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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Would the Project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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:

i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Emergency services that serve the project area include the Ventura Fire Department and the Ventura Police Department. The nearest fire station is Fire Station 1 located approximately 0.75 mile northeast of the project area. The nearest police station Ventura Police Department located approximately 4.5 miles east of the project area. The nearest hospital, Community Medical Hospital is located 2.9 miles east of the project area. The nearest school is Sheridan Way Elementary School located approximately 0.55 mile north of the project area. The nearest park is Seaside Wilderness Park located approximately 0.36 mile south of the project area.

Regulatory Setting

City of Ventura General Plan

As outlined in the City's General Plan, the City has policies related to Public Services (City of Ventura, 2005). The following policy would be applicable to the project:

- Policy 7C: Optimize firefighting and emergency response capabilities.
- Policy 6A: Expand the park and trail network to link shoreline, hillside, and watershed areas.
- Policy 6B: Ensure equal access to facilities and programs.

Discussion of Checklist Responses

a.i. Fire protection?

Less Than Significant Impact. It is anticipated that continuous access would be provided for vehicles, bicycles, and pedestrians during the entire construction phase. Project construction may result in an

increased emergency response time. However, this would be temporary and once construction is completed, full access would be restored. The project would not induce growth or result in the need for new fire protection facilities. Therefore, the project would result in a less than significant impact of fire protection.

a.ii. Police protection?

Less Than Significant Impacts. See discussion in response (a.i.) above.

a.iii. Schools?

No Impact. The nearest school is Sheridan Way Elementary School located approximately 0.55 mile north of the project area. The project would not include residential development, which would not result in an increase in population and would not increase the potential number of students within the service area of the Ventura Unified School District. Therefore, the project would result in no impact on schools.

a.iv. Parks?

No Impact. The closest park is Seaside Wilderness Park located approximately 0.36 mile south of the project area. The project would not include residential development and would not increase the potential number of residents within the service area of the City of Ventura Department of Parks and Recreation. In addition, the project would not increase the need for recreational facilities. Therefore, the project would result in no impact on parks.

a.v. Other Public Facilities?

Less Than Significant Impact. The project would not include residential development and would not increase the potential number of residents within the project vicinity that could result in an increase demand for other public services such as public libraries or hospitals. During construction, it is anticipated that continuous access would be provided along Main Street Bridge during construction. Construction may result in increased travel times; however, this would be temporary, and access would be improved following construction activities. Therefore, the project would result in a less than significant impact on other public facilities.

16.Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The City of Ventura Park and Recreation Department maintains 46 traditional parks in addition to neighborhood, pocket, and linear parks totaling over 800 acres (City of Ventura Parks and Recreation, 2023). The nearest recreational facility to the project area is Seaside Wilderness Park located approximately 0.36 mile south of the project area.

Regulatory Setting

City of Ventura General Plan

As outlined in the City's General Plan, the City has policies related to Recreation (City of Ventura, 2005). The following policy would be applicable to the project:

- Policy 6A: Expand the park and trail network to link shoreline, hillside, and watershed areas.
- Policy 6B: Ensure equal access to facilities and programs.

Discussion of Checklist Responses

a. Increase Use of Existing Parks or Recreational Facilities?

No Impact. There are no parks or recreational facilities within or adjacent to the project area. However, Main Street serves as an important traffic link to the City from communities and recreation trails on the west side of the river. The Omer Rains Trail is an existing Class I bike path that runs directly through the project area along Main Street Bridge. The Willoughby Preserve (Ventura Land Trust) is located between Main Street Bridge, south and east of U.S. 101 and includes several pedestrian paths. Continuous access would be provided to the Omer Rains Trail and Willoughby Presere throughout construction of the project. The project would not result in population growth or generate increased demand for recreational facilities. Construction of the project also would not necessitate the closure of any parks or trails. Therefore, the project would result in no impact related to increased use of existing neighborhoods, regional parks, or recreational facilities.

b. Creation of New or Altered Recreational Facilities?

No Impact. See discussion in response (a) above.

17. Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project would follow the roadway corridor on Main Street from Peking Street to Park Access Road. The project would be constructed primarily within the existing roadway, with the exception of the construction of the piers in the Ventura River below the bridge. The proposed replacement bridge would be wider than the existing bridge and include two vehicle lanes, sidewalks, two shoulders, and a roundabout at Peking and Main Street. In addition, a Class I bike lane would be constructed on the south side of the bridge with a protected barrier.

Anticipated construction-related vehicle trips include construction workers traveling to and from the project work areas, haul trucks, and other trucks associated with equipment and material deliveries.

Regulatory Setting

City of Ventura General Plan

- Policy 4A: Ensure that the transportation system is safe and easily accessible for all travelers.
 - Action 4.6: Require new development to be designed with interconnected transportation modes and routes to complete a grid network.
 - Action 4.11: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.
 - Action 4.12: Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.
- Policy 4B: Help Reduce dependence on the automobile.
 - Action 4.16: Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.
 - Action 4.21: Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.

- Action 4.24: Require sidewalks wide enough to encourage walking that includes ramps and other features needed to ensure access for mobility-impaired persons.

Discussion of Checklist Responses

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. The General Plan includes policies related to transportation, listed above. The project would include a bridge replacement and improvements such as a construction of a new bridge, which includes a roundabout at Peking and Main Street, roadway widening, a median, two sidewalks, and shoulders, as well as a Class I bicycle lane on the south side of the bridge. The project would be consistent with the General Plan since it would be designed to improve local access and circulation for bicyclists and pedestrians. Therefore, the project would result in no impact related to circulation system policies and will not be discussed further in the EIR.

b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3, subdivision (b) outlines criteria for analyzing transportation impacts. Per CEQA Guidelines section 15046.3, subdivision (b), transportation projects that reduce or have no impact on vehicle miles traveled, should be presumed to cause a less than significant transportation impact.

During construction, the project would not require any temporary road closures or detours that would interfere with emergency access. Project improvements would likely not result in an increase in roadway capacity, as the widening of the bridge would be in support of pedestrian and bicycle facilities. Therefore, the project would result in a less than significant impact related to CEQA Guidelines section 15064.3, subdivision (b).

c. Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible land uses (e.g. farm equipment)?

Less Than Significant Impact. The project would be designed to meet current safety and geometric standards. There are some properties to the west of the project area that may require the use of farm equipment. The project would include widening of the roadway which would allow easier access for the farm equipment to maneuver. However, most of the properties have their own access roads, and have no need to use the widened bridge. Therefore, the project would result in a less than significant impact related to geometric hazards.

d. Result in inadequate emergency access?

Less than Significant Impact. The project would not require any temporary road closures or detours that would interfere with emergency access. The roadway would be decreased to only one open lane during construction, which may delay emergency response times. However, any delays related to construction would be temporary and emergency access would be improved once construction is complete. Therefore, the project would result in a less than significant impact related to an emergency response plan or emergency evacuation plan.

18. Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

AB 52 Outreach was conducted and will be discussed further in the EIR.

Regulatory Setting

City of Ventura General Plan

As outlined in the City's General Plan, the City has policies related to Cultural Resources (City of Ventura, 2005). The following policy would be applicable to the project:

- Policy 9D: Ensure proper treatment of archaeological and historic resources.
 - Action 9.14: Require archaeological assessments for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located.

Discussion of Checklist Responses

- a. **Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

Potentially Significant Impact. Although the surrounding area is a highly sensitive area for prehistoric, historic, and tribal cultural resources, this area is within the active Ventura River channel and any resources present would have likely been washed away. There is a higher potential for resources along the riverbanks. Since the surrounding area is a highly sensitive area for tribal cultural resources AB 52 Outreach has been conducted. Although permanent ROW acquisitions are not anticipated to complete

the project, TCEs from the surrounding properties would be required. Therefore, additional analysis is required to determine whether the project could have potentially significant impacts related to cultural resources, which would be discussed further in the ASR, Native American outreach and consultation, HPSR, and EIR.

- b. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed in Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.**

Potentially Significant Impact. See discussion in response (a) above.

19. Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Water

Ventura Water provides service to approximately 133,500 people and has approximately 32,000 service connections, servicing all portions of Ventura within City limits, as well as some areas of unincorporated Ventura County. The City operates three purification facilities and the Ventura Water Reclamation Facility (VWRF). In 2022, the service area consumed 13,958 acre-feet of water, the lowest consumption since 2019. The City's water supply is derived from local groundwater basins, Lake Casitas, and sub-surface water from the Ventura River (City of Ventura, 2023).

Wastewater

The City's wastewater is treated at the VWRF, which is a tertiary treatment plant located in the Ventura Harbor area near the mouth of the Santa Clara River. VWRF provides treatment services to approximately 98 percent of City residences. The VWRF treats an average of eight to nine million gallons per day of wastewater, which after following a three-step treatment process, is discharged into the estuary, or delivered to reclaimed water customers (City of Ventura, n.d.).

Solid Waste

Solid waste disposal services are provided by the City's Environmental Sustainability Division of the Public Works Department. This division implements the California Green Building Code Standards, which

requires construction and demolition projects to develop a waste management plan to divert a minimum of 65 percent landfill-bound waste from qualifying projects.

Electricity and Gas

Electric power and natural gas services in the project area are provided by SCE and Southern California Gas, respectively.

Regulatory Setting

California AB 939

California AB 939 requires each jurisdiction to divert at least 50 percent of its waste stream away from landfills either through waste reduction, recycling, or other means.

City of Ventura General Plan

As outlined in the City's General Plan, the City has policies related to Utilities and Service Systems (City of Ventura, 2005). The following policy would be applicable to the project:

- *Policy 5B*: Improve services in ways that respect and even benefit the environment.
 - *Action 5.6*: Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.

Discussion of Checklist Responses

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The project itself consists of a replacement of the existing bridge, the purposes of which is to bring the bridge to acceptable standards to replace the existing structurally deficient bridge with a new structure that would meet AASHTO requirements and remain in service in the event of high river flows, bridge contraction, and pier scouring.

The project would not impact wastewater facilities or require additional facilities. During construction, sanitary needs would be met by using portable toilets. Once in operation, the project would not generate any wastewater.

The project is not anticipated to result in substantial impacts to drainage patterns or significant increases in surface runoff that would require modification to existing or construction of new stormwater drainage facilities. The bridge would be constructed within existing, paved ROW. Upon completion, surfaces would be returned to pre-construction conditions. The project would result in an increase in impervious surface. However, the drainage patterns would remain similar to the existing conditions. The project would not result in impacts related to telecommunication facilities such as relocation. Therefore, it is anticipated that the project would result in a less than significant impact on utility services.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less Than Significant Impact. Project construction would require the use of a minimal amount of water for dust control. Operation of the project would not require the use of water. Therefore, the project would result in a less than significant impact related to water supplies available to serve the project.

- c. **Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

No Impact. The project would not require the need for wastewater treatment. Therefore, the project would result in no impact on wastewater treatment capacity.

- d. **Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

Less Than Significant Impact. Solid waste from construction of the project would be collected and disposed of at one or more of the appropriate landfills and/or transfer station facilities nearby. These locations would be identified during construction.

No solid waste would be generated during project operation. Therefore, the project would not result in a permanent increase in solid waste generation. All solid waste generating activities within the City are subject to the requirements set in California AB 939 (California Integrated Waste Management Act), which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. In addition, Senate Bill 1016 (The Solid Waste Disposal Measurement Act) was implemented to provide a simplified measure of a jurisdiction's performance in accordance with AB 939 by moving to a per capita disposal rate. The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. In addition, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, the project would result in a less than significant impact on solid waste management, regulations, generation, and local infrastructure capacity.

- e. **Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

No Impact. Construction of the project would result in short-term needs for the disposal of solid waste, and would be conducted in compliance with federal, state, and local regulations related to solid waste. Operation of the project would not result in the generation or disposal of solid waste. Therefore, the project would result in no impact on federal, state, and local management and reductions statutes and regulations related to solid waste.

20. Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair and adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project will be constructed within existing City ROW, extending from Peking Street to Park Access Road. TCEs from surrounding properties would be required as part of the project. Land uses surrounding the project area include primarily Agriculture, Parks, and Downtown Specific Plan (City of Ventura, 2005).

None of the project area is located in a FHSZ, however, the area located immediately west of the project area is designated as an area with very high fire risk (CalFire, 2023).

Regulatory Setting

2019 Strategic Fire Plan for California

CAL FIRE implements and enforces the Board's policies and regulations. The 2019 Strategic Fire Plan reflects CAL FIRE's focus on (1) fire prevention and suppression activities to protect lives, property, and ecosystem services, and (2) natural resource management to maintain the state's forests as a resilient carbon sink to meet California's climate change goals and to serve as important habitat for adaptation and mitigation.

California Fire Code

The California Fire Code (CFC), contained in Part 9 of CCR Title 24, incorporates by adoption the International Fire Code of the International Code Council, with California amendments. The CFC is updated every three years, and the current 2022 CFC went into effect January 1, 2023. It is effective statewide, but a local jurisdiction may adopt more restrictive standards based on local conditions under specific amendment rules prescribed by the State Building Standards Commission. The California Fire Code regulates building standards in the California Building Code (CBC), fire department access, fire protection

systems and devices, fire and explosion hazards safety, hazardous materials storage and use, and standards for building inspection.

City of Ventura General Plan

There are no policies in the City's General Plan related to Wildfire that would be applicable to this project.

Discussion of Checklist Responses

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The project would not require any temporary road closures or detours that would interfere with emergency access. The roadway would be decreased to only one open lane during construction, which may delay emergency response times. However, any delays related to construction would be temporary and emergency access would be improved once construction is complete. Therefore, the project would result in a less than significant impact related to an emergency response plan or emergency evacuation plan.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;

Less Than Significant Impact. The project does not consist of housing, businesses, or other buildings that would have occupants. The project consists of a bridge replacement that would be constructed within an existing ROW. Furthermore, the project area does not have a history of wildfires and is not within a wildfire concern area. However, the natural features of the area, including slope and vegetation, may increase the risk of wildfire. Therefore, the project would result in less than significant impact related to wildfires.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. Existing utilities including water, sewer, electrical, telephone, and gas, would be temporarily or permanently relocated. All utilities would be relocated and installed in accordance with standard practices to prevent the risk or spread of fire and would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, the project would result in less than significant impact related to risk of fire from associated infrastructure.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. See discussion in response (b) above.

21. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the Project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Checklist Responses

- a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact. As discussed in the *Biological Resources* and *Cultural Resources* sections, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to biological and cultural resources. Therefore, the project could result in potentially significant impacts on the quality of the environment, fish or wildlife species habitat, fish or wildlife population, plant or animal communities, number or restricting the range of a rare or endangered plant or animal, or important examples of the major periods of California archaeology, cultural resources, history, or prehistory which would be discussed further in the EIR.

- b. Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Potentially Significant Impact. Several issue areas are discussed in this IS that could have potentially significant impacts, and the project’s impact could be cumulatively considerable if other projects were to

be constructed at the same time. The Matilija Dam Ecosystem Restoration Project is located upstream from Main Street Bridge, and includes multiple projects to restore habitat and upgrade flood protection/water supply infrastructure. This, along with any additional relevant projects, require additional analysis to determine whether the project could have significant and unavoidable impacts, which would be discussed further in the EIR.

c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. It is unknown at this time if potentially significant impacts associated with aesthetics, air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, noise, and tribal cultural resources can be reduced to less than significant through implementation of mitigation measures.

Until the impacts are fully analyzed, and mitigation measures are determined, a final impact analysis cannot be made. Therefore, additional analysis is required to determine whether the project could have significant and unavoidable impacts related to effects on human beings, which would be discussed further in the EIR.

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