

27a(1). Transportation & Circulation - Roads and Highways - Level of Service (LOS)

A. Definition of Issue

Roadway Level of Service (LOS) is the perception by the users of a traffic facility of the quality of service provided by that roadway. LOS is a stratified system, represented by the letters “A” through “F” with “A” representing the most favorable driving conditions and “F” representing the least favorable.

B. Definition of Technical Terms

Average Daily Trip (ADT) - The total bi-directional volume of traffic passing through a given point during a given time period, divided by the number of days in that time period.

Peak-Hour Trip (PHT) - A single or one-direction vehicle movement with either the origin or destination (exiting or entering) being a project site or study area during the peak hour or peak period associated with that project or study area.

Peak-Hour Turning Movements (PHTM) - The highest hourly number of vehicles turning left, going straight or turning right on each approach of an intersection during an average weekday.

Service Flow Rate – The service flow rate is the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or uniform segment of a lane or roadway during a given period under prevailing roadway, traffic, and control conditions while maintaining a designated LOS. Service flow rates are discrete values, whereas LOS represents a range of conditions. Because service flow rates are the maximums for each LOS, they effectively define the flow boundaries between LOS.

Thoroughfare (TF) - Any road that is part of the regional road network.

Trip Generation Rate (TGR) - The number of vehicle trips per unit of land use using a site’s driveways. Rates may be for the entire day, peak hour of the generator or of the adjacent street.

Traffic Impact Study (TIS) – An engineering study which describes how a new development or redevelopment would affect the area’s local and regional transportation system and identifies measures to mitigate impacts from the project.

Traffic Impact Mitigation Fee (TIMF) - Fees assessed on all applicants for development approval for the construction of off-site transportation infrastructure improvements necessitated by new development and development expansion or intensification. TIMF’s are generally intended to mitigate cumulative traffic impacts.

Volume/Capacity Ratio (V/C) - The ratio between the existing or projected volume of traffic using a transportation facility and the capacity of that facility. The capacity is defined as the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic and control conditions.

C. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs:

Goals 4.2.1-1, -2, & -4 through -6

Policies 4.2.2-2 through 6

Ojai Valley Area Plan:

Goal 4.1.1-1

Policies 4.1.2-2 through -5

Thousand Oaks Area Plan:

Goal 4.1.1-3

Policy 4.1.2-2

D. Threshold of Significance Criteria

The determination of the significance of traffic impacts to a road segment or intersection LOS is based on policies 4.2.2-4 and 4.2.2-5 of the Ventura County General Plan *Goals, Policies and Programs* and policy 4.1.2-4 of the *Ojai Area Plan*. Policies 4.2.2-4 and 4.2.2-5 state: 4.2.2-4. Except as otherwise provided in the Ojai Area Plan, County General Plan land use designation changes and zone changes shall be evaluated for their individual and cumulative impacts, and discretionary development shall be evaluated for its individual impact, on existing and future roads, with special emphasis on the following:

- (a) Whether the project would cause existing roads within the Regional Road Network or Local Road Network that are currently functioning at an acceptable LOS to function below an acceptable LOS;
- (b) Whether the project would add traffic to existing roads within the Regional Road Network or the Local Road Network that are currently functioning below an acceptable LOS; and
- (c) Whether the project could cause future roads planned for addition to the Regional Road Network or the Local Road Network to function below an acceptable LOS.

4.2.2-5. Except as otherwise provided in the Ojai Area Plan and below, County General Plan land use designation changes and zone changes that would cumulatively cause any of the impacts identified in subparagraphs (a) through (c) of Policy 4.2.2-4 shall be prohibited unless the Board of Supervisors adopts a Statement of Overriding Considerations. County General Plan land use designation changes, zone changes and discretionary development that would individually cause any of the impacts identified in subparagraphs (a) through (c) of Policy 4.2.2-4 shall be prohibited unless feasible mitigation measures are adopted that would ensure that the impact does not occur or unless a project completion schedule and full funding commitment for road improvements are adopted which ensure that the impact will be eliminated within a reasonable period of time. This policy does not apply to city thoroughfares, city-maintained local roads, or Federal or State highways located within a city unless the applicable city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County (similar to Policies 4.2.2-3 through 4.2.2-6) respecting development in the city that would affect the LOS of County thoroughfares, County-maintained local roads, and Federal and State highways located within the unincorporated area of the County. If a Specific Plan for a project has been determined to be consistent with this policy, any subsequent development that is consistent with the Specific Plan will also be determined to be consistent with this policy. (Underscoring added for emphasis)

Exceptions to the prohibitions of this policy include the following:

- (a) Farm worker Housing Complexes, Affordable Housing development per Article 16 of the Non-Coastal Zoning Ordinance, and other housing exclusively for lower-income households, where such developments are served by roads that are currently operating at LOS "E" or better.
- (b) Additional dwellings and lots on Cultural Heritage Sites as permitted in the Non-Coastal Zoning Ordinance.
- (c) Agriculture and Agricultural Operations as permitted in the Coastal and Non-Coastal Zoning Ordinances, where such developments are served by roads that are currently operating at LOS "E" or better.

In other words, if a project would generate new traffic to a road segment or intersection that is currently operating at an unacceptable LOS (and the project does not qualify for one of the three exemptions listed above), the project shall be denied unless:

- a. The project's traffic impact is fully mitigated;

- b. A full funding commitment for road improvements is reasonably available to ensure that the impacts will be eliminated within a reasonable period of time.

In addition, Ojai Area Plan policy 4.1.2-4 states:

Area Plan land use designation changes, zone changes and discretionary development which would individually or cumulatively cause any of the impacts identified in subparagraphs (a) through (c) of Policy 4.1.2-3 ...[identical to subparagraphs (a) through (c) of policy 4.2.2-4 of the *Goals, Policies and Programs*] ...shall be prohibited unless feasible mitigation measures are adopted which would ensure that the impact does not occur or unless a project completion schedule and full funding commitment for road improvements are adopted which ensure that the impact will be eliminated within a reasonable period of time. This policy does not apply to city thoroughfares, city-maintained local roads or State highways located within the city unless the City of Ojai has formally adopted General Plan policies, ordinances or a reciprocal agreement with the County ... respecting development in the city that would affect the LOS of the County thoroughfares, County maintained local roads, and State highways located within the unincorporated area of the County.

Roadway Segments:

Minimum Acceptable Level of Service – The minimum LOS for road segments within the Regional Road Network (Ventura County General Plan *Public Facilities and Services Appendix*, Last Amended November 15, 2005, Figure 4.2.3) and the Local Road Network (all other County maintained roads) is shown in Table 1:

Table 1 - Minimum Acceptable Level of Service (LOS) for Roadway Segments and Intersections

Minimum LOS	County of Ventura - Description
C	All County maintained local roads.
D	All County thoroughfares and state highways within the unincorporated area of the County, except as provided below.
E	<ol style="list-style-type: none"> 1. State Route 33 between the end of the Ojai freeway and the City of Ojai. 2. State Route 118 between Santa Clara Avenue and the City of Moorpark. 3. State Route 34 (Somis Road) north of the City of Camarillo. 4. Santa Rosa Road between Camarillo city limit line and Thousand Oaks city limit line. 5. Moorpark Road north of Santa Rosa Road to Moorpark city limits line.
Varies	The LOS prescribed by the applicable city for all State highways, city thoroughfares, and city maintained local roads located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County, pertaining to development in the city that would individually or cumulatively affect the LOS of State highways, County thoroughfares and County-maintained local roads in the unincorporated area of the County.
	County LOS standards are applicable for any city that has not adopted its own standards or has not executed a reciprocal agreement with the County pertaining to impacts to County roads.
At any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the less stringent LOS of the two shall be the minimum acceptable LOS of that intersection.	

Note: Roadway capacities can be found in Figure 4.14-2 of the Subsequent Environmental Impact Report for Focused General Plan Update

Project-Specific Impacts - A potentially significant adverse project-specific traffic impact is assumed to occur on any road segment if any one of the following results from the project:

- a. If the project would cause the existing LOS on a roadway segment to fall to an unacceptable level as defined in Table 1.
- b. If the project will add one or more PHT to a roadway segment that is currently operating at an unacceptable LOS as defined in Table 1.

(Projects funded in the County's Capital Improvement Program may be used as mitigation measures. The improvements identified in these projects may be incorporated into the capacity analysis to mitigate project specific impacts).

Cumulative Impacts - A potentially significant adverse cumulative traffic impact is assumed to occur on any road segment if any one of the following results from the project:

- a. If the project will add one or more PHT to a roadway segment that is part of the regional road network and the roadway segment is currently operating at an unacceptable LOS as defined in Table 1.
- b. If the project will add 10 or more PHT to a roadway segment which is part of the regional road network and is projected to reach an unacceptable LOS as defined in Table 1 by the year 2020.

All projects that generate traffic contribute to cumulative traffic impacts. The analysis of cumulative traffic impacts, as contained in the Final Subsequent EIR prepared for the County General Plan Update (2005) and subsequent addendum (2007), would normally be considered sufficient cumulative analysis of traffic impacts. In such cases, payment of County's TIMF is intended to mitigate the project's contribution to the cumulative traffic impacts for road segments outside of the Ojai Valley.

If the project involves County General Plan land use designation changes, zone changes, or intensification of use, such that the project's impacts could not have been anticipated and were not included in either the analysis for the current General Plan or TIMF Program, or the project is located within the boundaries of the Ojai Area Plan, additional cumulative impact analysis and mitigation measures may be required at the discretion of the Director, County Public Works Agency (PWA) - Transportation Department.

Intersections:

Minimum Acceptable LOS - Minimum LOS for intersections on the Regional Road Network (Ventura County General Plan *Public Facilities and Services Appendix*, Last Amended November 15, 2005, Figure 4.2.3) is shown in Table 1.

Project-Specific Impacts - A potentially significant adverse project-specific traffic impact is assumed to occur at any intersection on the Regional Road Network if the project will exceed the thresholds established in Table 2. (For this analysis scenario, projects funded in the County's Capital Improvement Program may be used as mitigation measures. The improvements identified in these projects may be incorporated into the capacity analysis to mitigate project specific impacts.)

Table 2: Thresholds of Significance for Changes in LOS at Intersections

Intersection LOS (Existing)	Increase in V/C or Trips greater than
A	0.20
B	0.15
C	0.10
D	10 PHTs*
E	5 PHTs*
F	1 PHT*
*To critical movements. These are the highest combination of left and opposing through/right-turn PHTM.	

Cumulative Impacts - A potentially significant adverse cumulative traffic impact is assumed to occur at any intersection if any one of the following results from the project:

- a. If the project will add one or more PHT to the critical movements at an intersection that is part of the regional road network and which is currently operating at an unacceptable LOS as defined in Table 1 by the year 2020.
- b. If the project will add 10 or more PHT to an intersection that is part of the regional road network, which is projected to operate at an unacceptable LOS defined in Table 1 by the year 2020.

Note: All projects that generate traffic contribute to cumulative traffic impact. The analysis of cumulative traffic impacts, as contained in the Final Subsequent EIR prepared for the County General Plan Update (November 2005) and subsequent addendum (April 2007), would normally be considered sufficient cumulative analysis of traffic impacts. In such cases, payment of TIMFs is intended to mitigate the project's contribution to cumulative traffic impacts for intersections outside of the Ojai Valley.

If the project involves County General Plan land use designation changes, zone change, or intensification of use, such that the project's impacts could not have been anticipated and were not included in either the analysis for the current General Plan or TIMF Program, or the project is located within the boundaries of the Ojai Area Plan, additional cumulative impact analysis and mitigation measures may be required at the discretion of the Director, County PWA - Transportation Department.

E. Methodology

Introduction

The evaluation of traffic impacts and development of mitigation measures is a complex task. When the potential for significant adverse traffic impacts is evident (as determined by the Ventura County PWA - Transportation Department), the traffic impact analysis, including letter style studies, should be performed under the responsible charge of a registered civil engineer (or registered traffic engineer) that is qualified to perform traffic engineering studies and is familiar with Ventura County. The final report shall be stamped and signed by the responsible engineer in charge.

Many of the roads in the unincorporated area were originally built as farm-to-market roads and were not designed to current engineered standards. Some roads are in rugged mountainous or canyon areas of the County. The cost to upgrade these types of roads to current standard is generally prohibitive. Additionally, rural roads often carry slow moving agricultural traffic, and have adjacent irrigation ditches or farm crossings. Accordingly, a small amount of additional traffic on these types of roads may cause a significant impact due to the character and limited capacity of such roads. The same amount of traffic might not be considered significant in a more modern urban setting.

In some of the communities in the unincorporated area, a policy has been enacted by the Ventura County Board of Supervisors to recognize the uniqueness of the community through adoption of an Area Plan. For example, an Area Plan exists for the Ojai Valley which contains policies that are different from those in the Countywide General Plan relating to transportation. Prior to completing the traffic impact analysis, the registered civil engineer must consult the Area Plan transportation policies that apply to the project.

A Traffic Impact Study (TIS) is required for:

1. Any project that has the potential to generate traffic exceeding the above threshold criteria (project or cumulative); or,
2. Any project that is estimated to generate 10 or more peak-hour trips. Examples of projects that would generate 10 or more peak-hour trips are provided in Table 3.

Table 3: Developments Potentially Requiring Traffic Impact Studies

	Description
a.	Residential development of 10 units or more
b.	Commercial office projects of 4,400 SF or more
c.	Other commercial projects or medical office projects of 2,400 SF or more
d.	Any fast food restaurant project
e.	Manufacturing or industrial projects of 6,000 SF or more

A TIS may also be required if it is known that a project will cause any peak hour impacts to any County road or intersection operating at or below LOS D.

3. When required by County of Ventura Traffic Impact Fee Ordinance (Sections 8601-0 through 8601-7 of the Ventura County Ordinance Code), to determine the amount of the TIMF.
4. When required by the Director of the PWA - Transportation Department because of safety or operational considerations on County roads that may be impacted by the proposed project.

Preparation of Traffic Impact Studies (TIS):

1. **Scope of Work** - In order to avoid disagreement as to scope and content of a TIS, the scope of work for a TIS for any project shall be submitted to and approved by the County PWA - Transportation Department **prior** to commencing the work. Any TIS submitted without such prior approval is subject to rejection.

A pre-approved scope of work will not normally be required for a letter style TIS. A letter style TIS or equivalent may be required, for example, to document that the trip generation from a proposed land use is less than the existing use or to analyze the impacts of a single peak-hour trip generated by the addition of a single family home on a lot created by a lot split. The letter style study should be no more than four pages and provide trip generation and distribution information. It should analyze impacts only to the critical road segments or intersections within the study area.

2. Typical Content of Traffic Impact Studies (TIS):

- a. Executive Summary - This should be no more than two pages summarizing the project's traffic impacts (project and cumulative) based on the County's threshold criteria, calculation of TIMF and, if necessary, a listing of needed road improvements and/or proposed changes in the project to mitigate the traffic impacts.
- b. Maps showing the following:
 - Location of proposed project and site plan, if available.
 - Collectors, arterial and State highways that are likely to be used by occupants and visitors.
 - Location of other pending projects requiring General Plan Amendments (GPA) or Zone Changes (ZC) that cumulatively impact those roads included in the study area, the status of those projects (Permits Plus System of the Planning Division of the Resource Management Agency [RMA] unless otherwise approved by the Director of PWA – Transportation Department.) The list of pending projects would be as of the date of issuance of the Notice of Preparation of the environmental document or approval of the TIS scope of work.
 - Distribution of traffic from the proposed project and other projects involving a GPA or ZC will be accomplished by breaking down trips from the site into percentages based on quantifiable data. Trip distribution shall be provided for all transportation corridors anticipated carrying five percent or more of site generated traffic but in no case, less

than one trip. Information for the other project sites will use the previously approved traffic impact studies for those projects when available.

- The traffic carrying capacity of most of the roads in the regional road network is extremely limited. Moreover, the policies contained in General Plan Policy 4.2.2-4 regarding discretionary projects in the unincorporated area are very restrictive. Several roads or intersections within the Ventura County Regional Road Network are already at or below the LOS prescribed by the General Plan. It is acknowledged that statistical splitting and distribution of traffic trips is a common practice when performing traffic impact studies. This practice is generally applicable for projects which generate relatively large numbers of trips (at least 100 ADTs or greater). Applying statistical trip splitting percentages to traffic generation volumes of extremely low volume trip generation rates, results in a less than credible analysis. For this reason, fractionalization of one single peak hour trip will not be permitted for TISs. For example, if a single trip can be assigned to the street network in multiple directions based on existing land use, population or traffic volume data, this trip shall be assigned as a whole trip to the street that has the highest probability of being used as the primary travel route during peak hours.
- Trip assignment to roads included in the study area, existing traffic, existing, plus project traffic, existing plus project plus cumulative traffic (ADT and PHT) based on quantifiable data. Cumulative traffic, except for GPAs and ZCs, can be assumed to be the projected traffic analysis contained in the Final Subsequent EIR for the 2005 General Plan Update, which can be found on the Planning Division's website.
- To determine traffic impacts from an existing illegal use that is applying for a permit to legalize its use, the traffic from generated by the illegal use will be considered new traffic unless the applicant can document that the illegal use was in continuous existence prior 1985, This is the year the baseline data for the Countywide traffic model was collected for the purpose of developing traffic projections upon which the County's traffic mitigation fee program was initially based*
- *Based on the Planning Director's Policy Interpretations Regarding Traffic Impact Assessments and the Traffic Mitigation Fee Ordinance memo, dated November 1, 1994.

c. Tables, charts, or other written calculations showing the following:

- 1) Proposed project and other projects, their size and nature, trip generation (ADT and PHT), and status shall be provided.
- 2) For road segments, signalized and potential signalized intersections, LOS calculations shall be provided for traffic associated with the following:
 - Existing development
 - Existing development, plus project
 - Cumulative traffic without project
 - Cumulative traffic, plus project

The LOS for signalized intersections shall be based on the Intersection Capacity Utilization (ICU) method and the service flow rates adopted by the Ventura County Transportation Commission for the Congestion Management Plan. The cumulative analysis should include all approved un-built projects and all other pending approval projects or build out of the land uses in the County's General Plan in the study area. The latter method will be required for projects involving a General Plan Amendment. The list of pending projects would be as of the date of issuance of the Notice of Preparation of the environmental document or approval of the TIS scope of work.

- 3) The location of operational as well as safety problems, project specific, and cumulative impacts after implementation of funded mitigation measures shall be identified. A traffic

signal warrants analysis (or analysis of other traffic control measures) shall be attached where appropriate.

- 4) A list and description of improvements (or mitigation measures) needed to correct the identified deficiencies, segregated by project impacts and cumulative impacts shall be provided. LOS calculations shall include the effect of any mitigation measures, the approximate cost and tentative scheduled timing of each proposed improvement and the identification of specific mitigation measures to be constructed or implemented by the applicant. This information shall include payments to be made to the TIMF program, frontage improvements (e.g., sidewalks, curbs and gutters), or other mitigation measures that are required to reduce significant adverse impacts to a less-than-significant level.

d. Narrative, Footnotes, and Appendices containing the following:

- 1) Sources of data, including persons contacted and dates of contact
- 2) Raw traffic count data (traffic counts should be less than two years old)
- 3) Assumptions made, methods used and special circumstances
- 4) LOS calculations:
 - Peak hour turning movements and LOS (show Volume/Capacity ratios for the scenarios described in Section c2)
 - Lane configuration and traffic control
 - Effect of proposed mitigation measures on LOS

Additional traffic impact analysis may be required in special circumstances such as:

- Summer weekend activity in recreational areas
- University/school graduation ceremonies or events
- Holidays or special events
- Swing shifts
- Developments with special visitor, employee, or shopping hours or days (e.g., weekends)
- Unsignalized intersections
- Other special circumstances determined by the Director of the County PWA - Transportation Department or his/her designee

Adopted by the Board of Supervisors on July 27, 2010.

27a(2). Transportation & Circulation - Roads and Highways - Safety and Design of Public Roads

A. Definition of Issue

Most development projects affect the Public Road system through access encroachments, improving or widening existing roads, and/or constructing new road sections.

County maintained roads (Public Roads) are designed to provide for the needs of roadway users while maintaining the integrity of the environment. County maintained roads are defined as those roads accepted into the county road system by action of the Board of Supervisors in accordance with § 941 of the California Streets and Highways Code. The "Ventura County Road Standards" (Road Standards), as maintained by the Public Works Agency and adopted by the Board of Supervisors, establish uniform policies and procedures for the design and construction of County roads and appurtenances.

Many existing roads in the County do not comply with current Road Standards, because many existing County roads were built prior to the existence of modern road standards and were often simply "farm to market" roads or rural access roads (often in remote, mountainous or otherwise rugged areas), intended for limited traffic. The fact that existing roads do not comply with current standards does not imply that existing roads are unsafe, nor does it mandate the initiation of improvement projects. However, additional or new development can place an additional burden on such roads and create expectations of increased or municipal levels of services. The impacts from development on existing County maintained public roads should be evaluated in the context of the most current engineering guidance available (references cited further herein) and engineering knowledge, experience and judgment.

References:

- a) County Road Standards, current version, as maintained by the Public Works Agency and adopted by the Board of Supervisors.
- b) A Policy on Geometric Design of Highways and Streets, current version, as published and adopted by The American Association of State Highway and Transportation Officials (AASHTO), 444 North Capital Street, N.W. Suite 249, Washington, D.C. 20001
- c) Highway Design Manual, (HDM), current version, prepared by Division of Design, California State Department of Transportation (Caltrans).
- d) The California Manual of Uniform Traffic Control Devices (CAMUTCD), published by The California Department of Transportation and adopted by the California Traffic Control Devices Committee as the State Traffic manual.

B. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs:

Goals 4.2.1-1 through 5
Policies 4.2.2-1, -2 & -6

Lake Sherwood/Hidden Valley Area Plan:

Goals 4.1.1-1, -2, -4 , & -5
Policies 4.1.2-1 through -6

North Ventura Avenue Area Plan:

8. Collector Streets

Oak Park Area Plan:

Ojai Valley Area Plan:

Goal 4.1.1-1
Policies 4.1.2-1, -5 & -6

Piru Area Plan:

Goals 4.1.1-1, -2, & -4
Policies 4.1.2-1 through -4, & -6

Saticoy Area Plan:

Goals 4.1.1-1 & -2
Policies 4.1.2-1 through -6

C. Threshold of Significance Criteria

Project-Specific Impacts

1. A projects that impacts Public Roads¹ or intersections will have a less-than-significant impact on the design of the Public Road system or intersections only if the existing Public Road or intersection complies with current County Road Standards and the proposed Public Road or intersection improvement or encroachment associated with by the project or required by the CEQA lead agency also complies with County Road Standards..
2. A project that either individually impacts an Public Road intersection so that the intersection exceeds any one of the traffic signal warrants established by the Manual for Uniform Traffic Control Devices, as supplemented and adopted by the State of California (MUTCD/CA), has the potential to cause a significant impact.
3. A project that impacts Public Roads or intersections will have a less-than-significant impact on the safety and design of the Public Road System only if the existing Public Road or intersection complies with current County Road Standards, and if the affected Public Road or intersection has a collision or incident rates at or below state wide averages for similar facilities.²

Roadway Segments

4. A project has a potentially significant adverse project-specific traffic impact on any road segment if the roadway segment has been identified by SWITRS as experiencing a high incident rate ..
5. A project has a potentially significant adverse project-specific traffic impact on the affected road segment if that road segment in identified as being a part of an existing road system that is non-compliant with current County road standards.
6. A proposed project located in the unincorporated area where the existing road systems were developed prior to any road safety engineering standards will have a significant adverse impact on road safety.
7. A project will have a potentially significant adverse project-specific traffic impact at any un-signalized intersection on the Public Road system if the project-specific impacts result in any of the warrants established by the MUTCD-CA being met.
8. A project with project-specific impacts to any intersection that has been identified in the Substandard Impact Areas Vicinity, Upper Ojai Substandard Impact Area, Santa Susana Area Substandard Impact Area, Ventu Park Area Substandard Impact Area, Yerba Buena Area Substandard Impact Area, or the Santa Susana Knolls Area Substandard Impact Area Maps shall be considered significant unless mitigated.

Cumulative Impacts

1. A project will have a potentially significant adverse cumulative traffic impact on any road segment if the affected road segment has been identified as experiencing a high incident rate.

¹ Public Roads include both road segments or linear sections of a road or street and any intersections of within the length of the Public Road being analyzed. For purpose of this section only, a road segment is a portion of a Public Road being analyzed in relation to a proposed action subject to CEQA.

² State wide collision rates are determined by the State Department of Transportation (Caltrans), and rates are generally published by Caltrans annually. Formulae for determining the rates for individual road segments or intersections are contained within the Caltrans report. The data for calculating individual collision or incident rates shall be obtained from the State Wide Incident Reporting System (commonly called SWITRS), available from the California Highway Patrol Headquarters Office in Sacramento, California.

2. A project that individually impacts an Public Road intersection so that the intersection exceeds any one of the traffic signal warrants established by the Manual for Uniform Traffic Control Devices, as supplemented and adopted by the State of California (MUTCD/CA) has the potential to cause a significant cumulative impact.
3. A proposed project, along with past, present or probable future projects, that uses existing substandard public roads in the areas shown on the Substandard Impact Areas Vicinity, Upper Ojai Substandard Impact Area, Santa Susana Area Substandard Impact Area, Ventu Park Area Substandard Impact Area, Yerba Buena Area Substandard Impact Area, or the Santa Susana Knolls Area Substandard Impact Area Maps (see attachments) is considered to have cumulative impacts on the operational safety of the public road system in these areas.
4. A project will have a potentially significant adverse cumulative traffic impact to any un-signalized intersection on the Public Road System if the project-specific impacts, along with other past, present or probably future projects result in any of the warrants established by the MUTCD-CA being met.
5. Any proposed project, along with other past, present or probably future projects, that causes impacts at any intersection that has been identified in the Substandard Impact Areas Vicinity, Upper Ojai Substandard Impact Area, Santa Susana Area Substandard Impact Area, Ventu Park Area Substandard Impact Area, Yerba Buena Area Substandard Impact Area, or the Santa Susana Knolls Area Substandard Impact Area Maps will also be considered cumulatively significant.

D. Methodology

Analysis

1. Determine the project's location and its impact on existing Public Roads or intersections identified in the Substandard Impact Areas Vicinity, Upper Ojai Substandard Impact Area, Santa Susana Area Substandard Impact Area, Ventu Park Area Substandard Impact Area Map, Yerba Buena Area Substandard Impact Area Map, and the Santa Susana Knolls Area Substandard Impact Area Maps. See attachments.
2. Determine the project's consistency with current County Road Standards.
3. Projects impacting Public Roads and intersections with high incident rates must also be analyzed to identify feasible mitigation measures to reduce the frequency of collisions. Project applicants for such projects shall prepare an Access Safety Report that includes the following information about the affected Public Road and/or intersection:
 - (a) collision data for the three years prior to submittal of the project application; and
 - (b) an analysis identifying the most prevalent collision patterns and how the project affects these existing collision patterns.
4. For projects using substandard Public Roads for access, the project applicant shall provide an analysis identifying the existing roadway deficiencies as compared to the County Road Standards and how those existing deficiencies will affect the access to the project.

Adopted by the Board of Supervisors on July 27, 2010.

Attachments:

Attachment 1: Substandard Impact Areas Vicinity Map

Attachment 2: Upper Ojai Substandard Impact Area Map

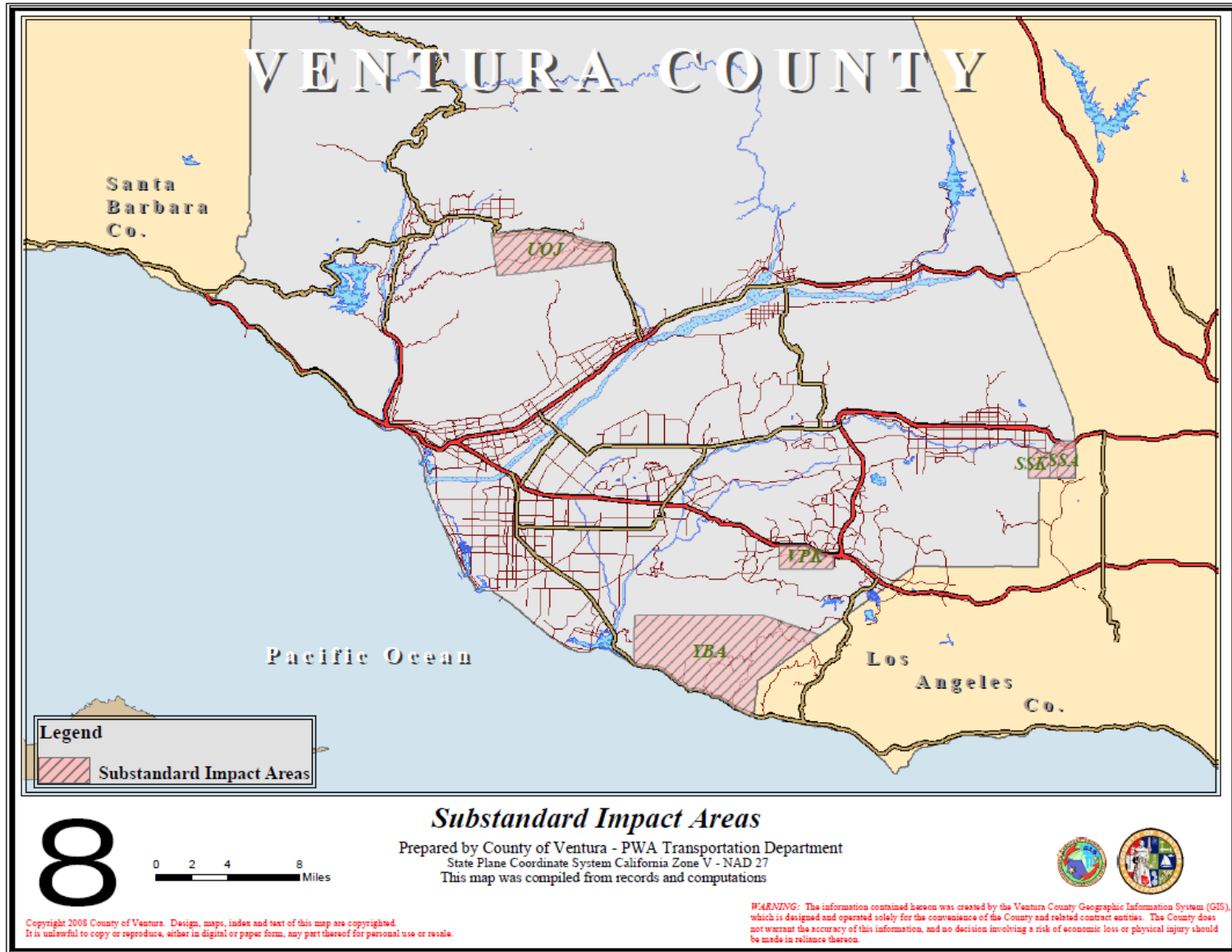
Attachment 3: Santa Susana Area Substandard Impact Area Map

Attachment 4: Ventu Park Area Substandard Impact Area Map

Attachment 5: Yerba Buena Area Substandard Impact Area Map

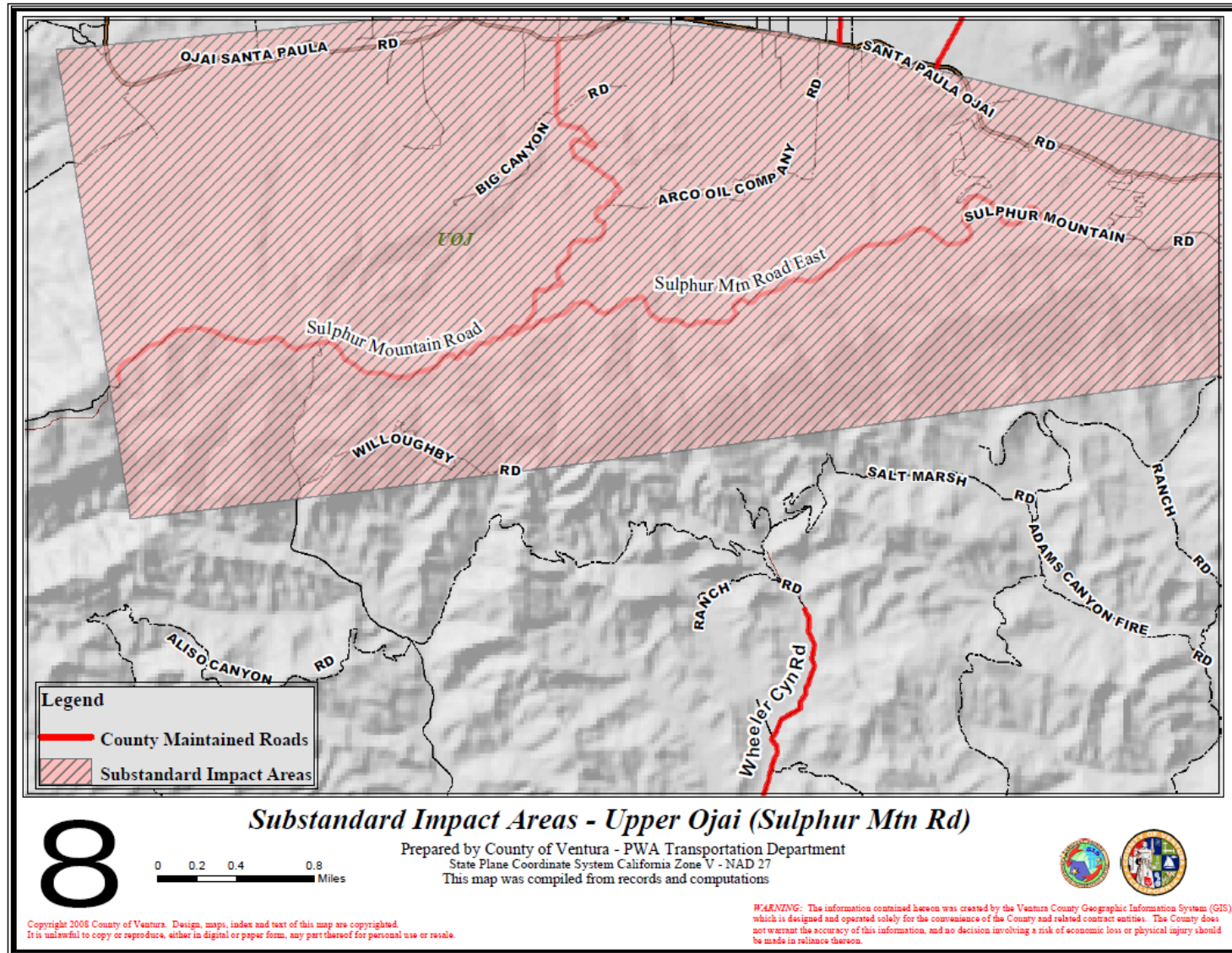
Attachment 6: Santa Susana Knolls Area Substandard Impact Area Map

Attachment 1
Substandard Impact Areas Vicinity Map



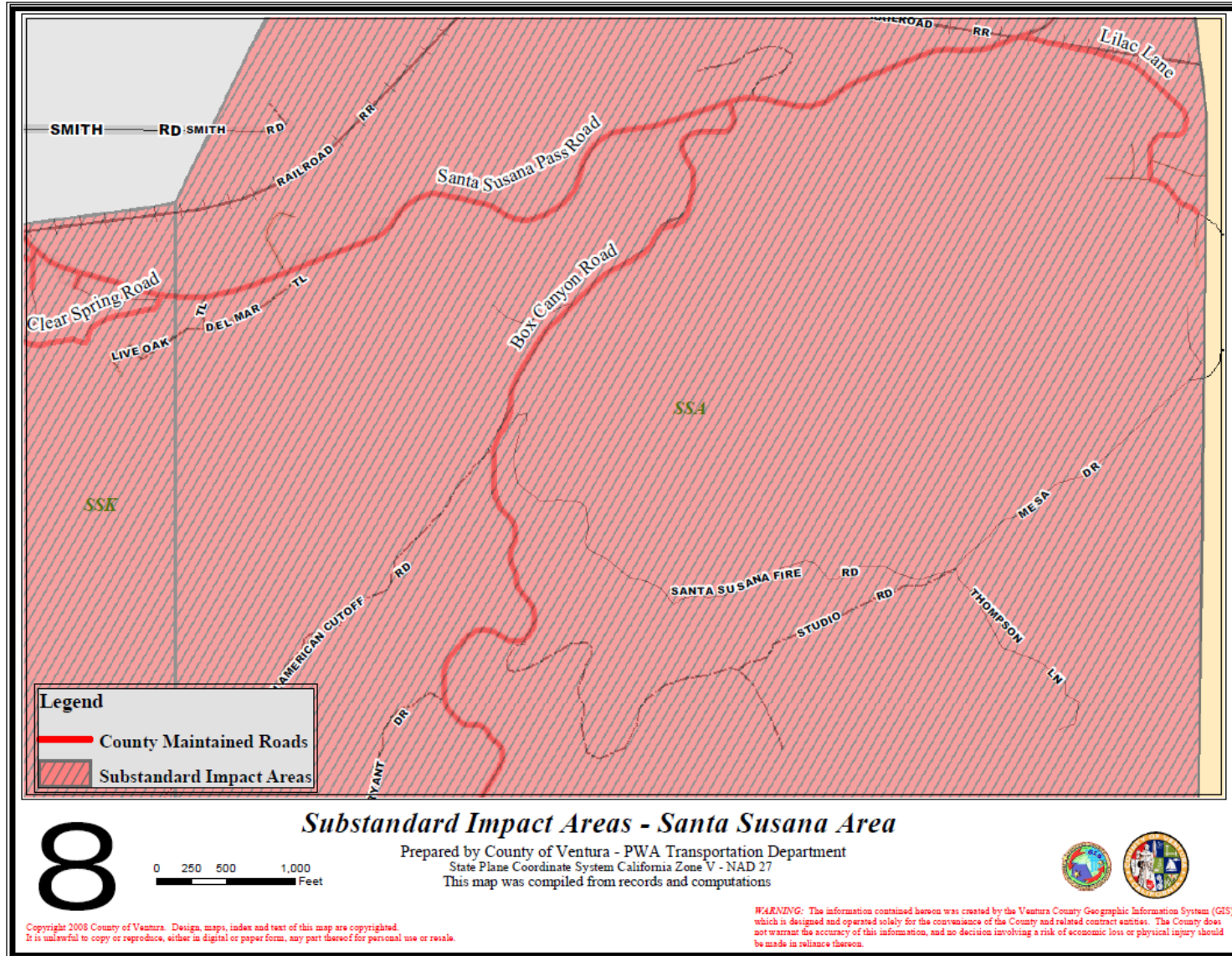
Attachment 2

Upper Ojai Substandard Impact Area Map



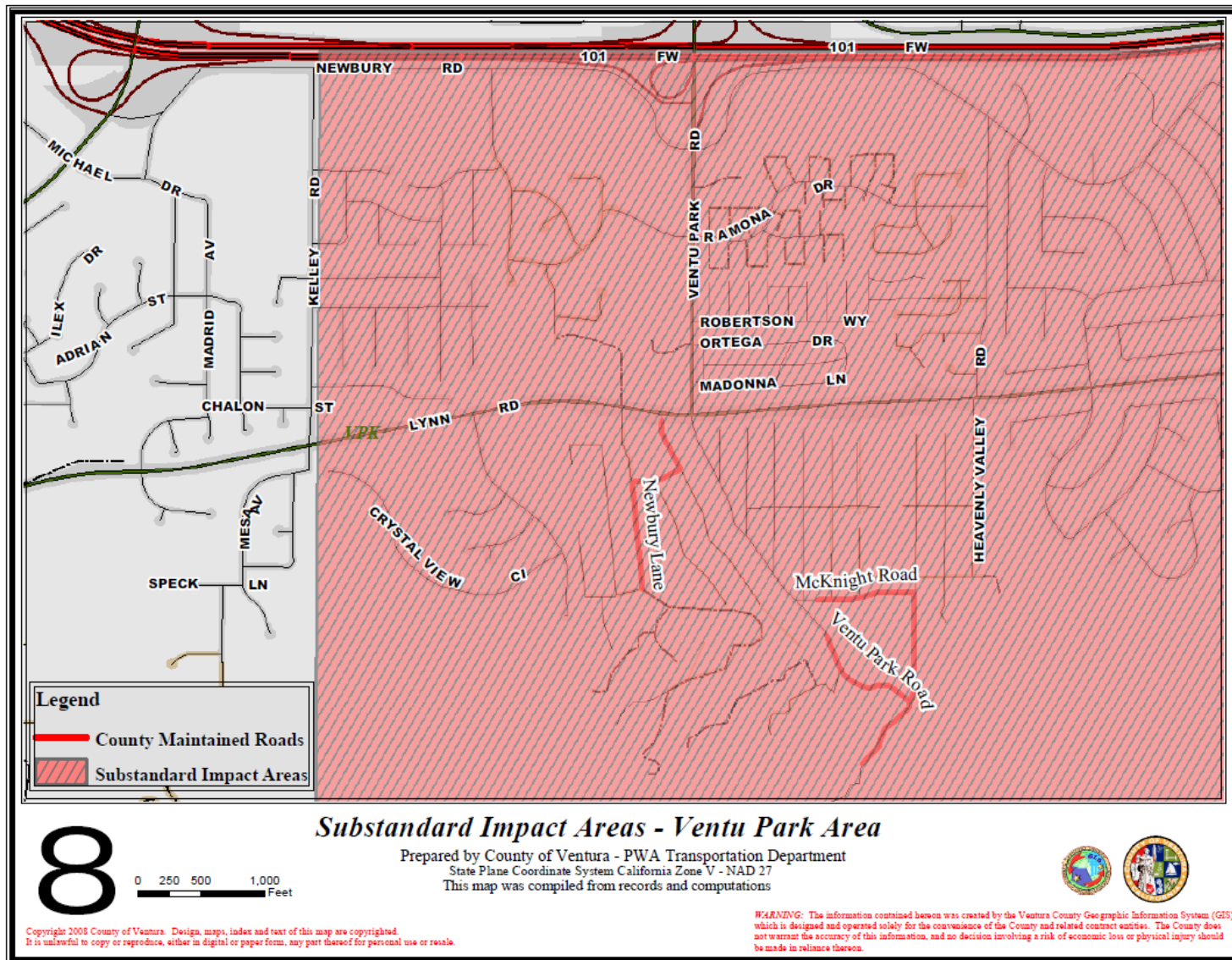
Attachment 3

Santa Susana Area Substandard Impact Area Map

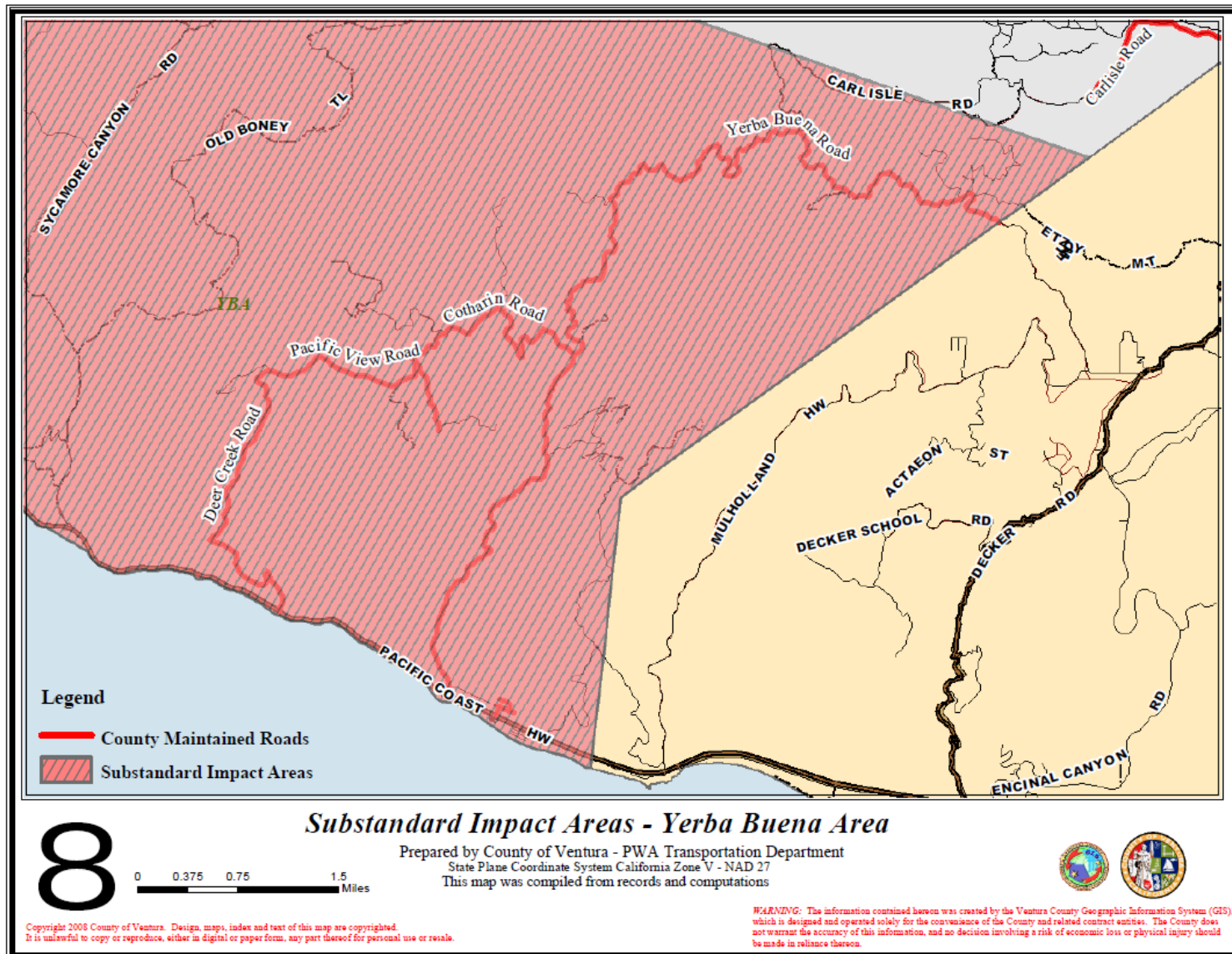


Attachment 4

Ventu Park Area Substandard Impact Area Map

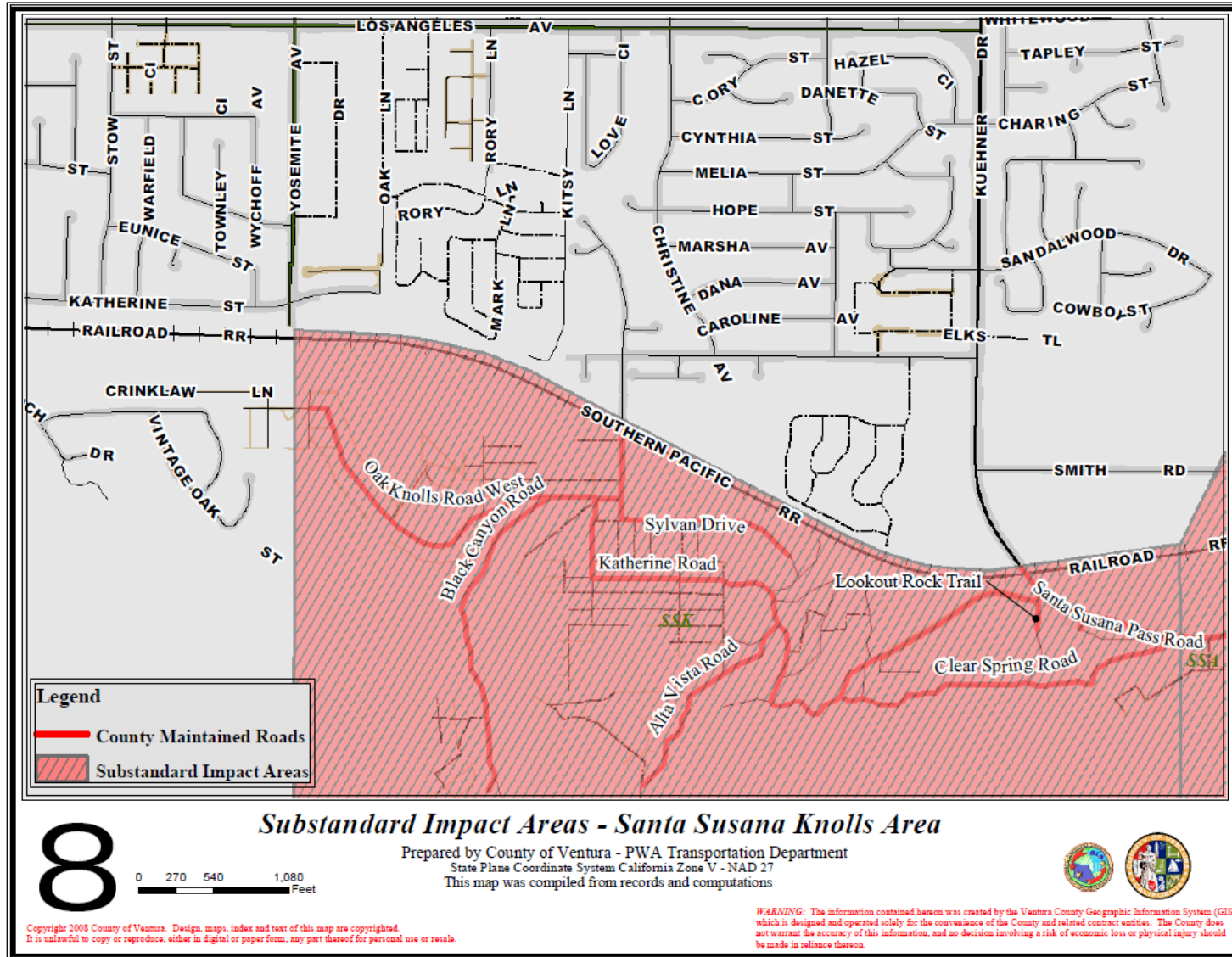


Attachment 5 Yerba Buena Area Substandard Impact Area Map



Attachment 6

Santa Susana Knolls Area Substandard Impact Area Map



This page is intentionally blank.

27a(3). Transportation & Circulation - Roads & Highways – Safety & Design of Private Access

A. Definition of Issue

The physical configuration of existing and future roads or highways (e.g., width, curve radius, gradient, and ability to support the weight of fire apparatus).

B. Definition of Technical Terms

Fire Code – The Fire Code adopted by the Ventura County Fire Protection District (VCFPD).

C. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs:

Goals 2.13.1-2; 4.2.1-1 & -3; and 4.8.1

Policies 2.13.2-1 & -3; 4.2.2-2 & -4; and 4.8.2-1

Lake Sherwood/Hidden Valley Area Plan:

Goal 4.1.1-1

Policies 4.1.2-3 through -6

Oak Park Area Plan:

Goal 4.1.1-1

Policies 4.1.2-3 through -5

Ojai Valley Area Plan:

Goal 4.1.1-1

Policies 4.1.2-5 & -6

Piru Area Plan:

Goals 4.1.1-1 & -2

Policies 4.1.2-3, -4 & -6

Saticoy Area Plan:

Goals 4.1.1-1 & -2

Policies 4.1.2-2 through 6

Thousand Oaks Area Plan:

Goals 4.1.1-1, -2 & -6

Policies 4.1.2-4, -5 & -9

D. Threshold of Significance Criteria

VCFPD Private Road Guidelines are typically applicable to subdivisions of land for residential use (single family dwellings) by Parcel Map, which also includes large lot subdivisions. They are not intended to be used for subdivision by Tract Map within cities or urban development within unincorporated areas of the County. Public Road Standards are normally applicable to Tract Maps and development. County Policy states that private roads should only be permitted when the occupants of a development will be better served and the public interest will not be impaired by the existence of private roads.

If a private road or private access is proposed for a project, design of the private road has a significant impact when the VCFPD's adopted Private Road Guidelines and access standards cannot be met. These Private Road Guidelines are in concert with state guidelines; the standards for apparatus access roads are set forth in the Fire Code.

Design of a private road is reviewed on a case-by-case basis and is governed by the following criteria:

1. Review required for every building when any portion of an exterior wall of the first story is located more than 150 feet from a public drive, whether access to the building is to be by private driveway or road.
2. Width - not less than 20 feet when serving more than two (2) single family dwellings. The width may increase based upon the number of parcels and the type of development served.
3. Vertical clearance - 13' 6".

4. Surface - all weather (concrete, asphalt or alternate surfacing). Use of alternate surfacing is limited by type of development served, use and grade.
5. Turning radius – Minimum 40 feet at all sharp turns.
6. Turn around - required at all dead end access roads in excess of 150 feet.
7. Bridges - designed and certified in accordance with Building and Safety requirements (minimum 20 ton loading).
8. Grade - 0-15% without distance limitation. 15.1% - 20% on-site driveway maximum distance of 1000 feet and/or a maximum distance of 200 feet or off-site access. Length limitations are cumulative. More restrictive limitations may be required based upon type of development proposed.
9. Obstruction - no obstructions including parking.
10. Signs - Posting of Fire Lane signs when required.

E. Methodology

Preliminary Assessment

The VCFPD staff person responsible for administering the project must review the project description materials (site plan, grading plan, etc.) and if necessary make a visit to the project site. To determine if there would be a significant impact, it is necessary to determine if any proposed private road or access meets the VCFPD's Private Road Guidelines and is in compliance with Fire Code access standards.

Preparation of Checklist –

The following information will be used to complete the Transportation & Circulation – Roads & Highways – Safety and Design of Private Access section in the Initial Study Checklist:

No Impact (N) - A determination of no impact will be made if there are no private roads proposed or if private roads comply with both the County Road Standards and the VCFPD Private Road Guidelines.

Less than Significant Impact (LS) – A determination of LS will be made if proposed private roads do not substantially meet the full requirements of the Private Road Guidelines or use of alternate access standard is proposed. Reasonable safety measures as approved by the VCFPD shall be incorporated in the project design to off-set the areas where full access requirements cannot be provided due to site specific conditions.

Potentially Significant Impact - Mitigation Incorporated (PS-M) – A determination of PM-S will be made if proposed private roads do not meet the full requirements of the Private Road Guidelines. These projects shall be required to provide a Fire Protection Plan (FPP) from a qualified fire protection consultant as approved by the VCFPD. The FPP shall identify mitigation measures to reduce the impact to at minimum LS level. Proposed mitigation measures shall be approved by the VCFPD.

Potentially Significant Impact (PS) - A determination of PS will be made when project-related significant or potentially significant impacts from private road design cannot be feasibly mitigated to LS level using currently available information and acceptable mitigation measures.

Adopted by the Board of Supervisors on July 27, 2010.

27a(4). Transportation & Circulation - Roads & Highways - Tactical Access

A. Definition of Issue

Tactical access is an organized system of roads/access to and from a project utilized in the event of any emergency or disaster. More than one access road may be impaired by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

B. Definition of Technical Terms

Fire Code – The Fire Code adopted by the Ventura County Fire Protection District (VCFPD).

C. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs: Ojai Valley Area Plan:

Goals 2.13.1-2; 4.2.1-1 & -3; and 4.8.1

Policies 2.13.2-1 & -3; 4.2.2-2 & -4; and 4.8.2-1

Goal 4.1.1-1

Policies 4.1.2-1, -5 & -6

Lake Sherwood/Hidden Valley Area Plan:

Goals 4.1.1-1, -2, -4, & -5

Policies 4.1.2-1 through -6

Piru Area Plan:

Goals 4.1.1-1, -2, & -4

Policies 4.1.2-1 through -4, & -6

North Ventura Avenue Area Plan:

8. Collector Streets

Saticoy Area Plan:

Goals 4.1.1-1 & -2

Policies 4.1.2-1 through -6

Oak Park Area Plan:

Goals 4.1.1-1 & -2

Policies 4.1.2-1 through -5

Thousand Oaks Area Plan:

Goals 4.1.1-1, -2 & -6

Policies 4.1.2-1 through -5, -7, & -9

D. Threshold of Significance Criteria

If a road or access, public or private, is proposed for a project, tactical access does have a significant impact if there is a single access and the access road exceeds 800 feet in length. The VCFPD has adopted Private Road Guidelines that are in concert with state guidelines. By providing a second access the classification can be changed to less than significant. Other mitigation factors considered are:

1. Road design (width, gradient, etc.).
2. Fire hazard area.
3. Structures provided with fire sprinklers.

E. Methodology

Preliminary Assessment

The VCFPD staff person responsible for administering the project must review the project description materials (site plan, grading plan, etc.), and if necessary make a visit to the project site. To determine if there would be a significant impact, it is necessary to determine if any proposed road/access with single access exceeds 800 feet.

No Impact (N) - A determination of no impact will be made if there are public and/or private roads serving the project, no single access road exceeds 800 feet, and all roads are in full compliance with the County Public Road Standards and/or VCFPD Private Road Guidelines.

Less than Significant Impact (LS) – A determination of LS will be made if existing and/or proposed public and private roads:

- a. Do not substantially meet the full requirements of the County Public Road Standards and/or the VCFPD Private Road Guidelines and do not exceed 800 feet for any single access; or
- b. Are using the exceptions for secondary access under the provisions of the VCFPD Private Road Guidelines; or
- c. Are using the alternate access design of the VCFPD Private Road Guidelines.

Reasonable safety measures as approved by the VCFPD shall be incorporated in the project design to off-set the areas where full access requirements cannot be provided due to site specific conditions.

Potentially Significant Impact - Mitigation Incorporated (PS-M) – A determination of PM-S will be made if existing and/or proposed public or private roads do not meet the full requirements of the County Public Road Standards and/or VCFPD Private Road Guidelines and/or exceed 800 feet in length. These projects shall be required to provide a Fire Protection Plan (FPP) from a qualified fire protection consultant as approved by the VCFPD. The FPP shall identify mitigation measures to reduce the impact to at minimum LS level. Proposed mitigation measures shall be approved by the VCFPD and County of Ventura Public Works Agency.

Potentially Significant Impact (PS) - A determination of PS will be made when project-related significant or potentially significant impacts from public and/or private road design and/or single access roads exceeding 800 feet cannot be feasibly mitigated to LS level using currently available information and acceptable mitigation measures.

Adopted by the Board of Supervisors on July 27, 2010

27b. Transportation & Circulation - Pedestrian/Bicycle Facilities

A. Definition of Issue

This issue involves the impact on existing pedestrian and bicycle facilities as well as the demand for new or expanded pedestrian and bicycle facilities. Facilities that serve pedestrians and bicyclists include sidewalks, bike lanes, bike paths and protected highway crossings.

B. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs:

Goals 4.2.1-1, -6, & -8 through -10

Policies 4.2.2-2, -8 & -9

Coastal Area Plan:

Coastal Act – Shoreline Access:

§ 30210, § 30211 & § 30212

North Coast - B. Access:

Objective

Policies 1 through 10

Central Coast - B. Access:

Objective

Policies 1 through 9

South Coast: - B. Access:

Objective

Policies 1 through 13

El Rio/Del Norte Area Plan:

Goal 4.1.1-2

There are no supplemental policies related to transportation/circulation.

Lake Sherwood/Hidden Valley Area Plan:

Goal 4.1.1-3

Policies 4.1.2-2 & -4

North Ventura Avenue Area Plan:

9. Bikeways

Oak Park Area Plan:

Goals 4.1.1-1 & -3

Policies 4.1.2-2, -6 & -8

Piru Area Plan:

Goals 4.1.1-1 & -3

Policies 4.1.2-3 through -5

Thousand Oaks Area Plan:

Goals 4.1.1-1, -4, & -6

Policies 4.1.2-5(5) & -7

C. Threshold of Significance Criteria

Impact on Existing and Planned Facilities - A project that will cause actual or potential barriers to existing or planned pedestrian/bicycle facilities may have a significant impact. Determinations of impact significance, both project and cumulative, must be made on a case-by-case basis.

Demand for new or expanded facilities - Projects that generate or attract pedestrian/bicycle traffic volumes meeting requirements for protected highway crossings or pedestrian and bicycle facilities may have a significant impact. Pedestrian overcrossings, traffic signals and bikeways are examples of these types of facilities. Determinations of impact significance, both project and cumulative, must be made on a case-by-case basis.

D. Methodology

Public Works Agency-Transportation Division staff is responsible for evaluating the impact on and demand for pedestrian and bicycle facilities that are or would be located within public rights-of-way (e.g., public streets). Typically, this involves pedestrian and bike routes to and from schools, commercial centers and transit stops. As part of any required traffic report prepared for the project, the impact on and demand for expanded pedestrian and bicycle facilities shall be evaluated, which should include both

existing facilities (e.g., Ojai Valley multi-purpose trail, Coastal Access Easements) and planned facilities (e.g., Ventura County Bicycle Master Plan). The Ventura County Bicycle Master Plan can be viewed online at: <http://www.goventura.org/?q=get-there-by-bike/bike-map>

Adopted by the Board of Supervisors on July 27, 2010.

27c. Transportation & Circulation - Bus Transit

A. Definition of Issue

Bus transit means a system of, or the need for, public bus transportation.

B. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs:

Goals 4.2.1-1 & -6 through -9

Policy 4.2.2-8

El Rio/Del Norte Area Plan:

Goals 4.1.1-1 & -3

There are no supplemental policies.

Oak Park Area Plan:

Goals 4.1.1-1 & -4

Policies 4.1.2-7 & -8

Ojai Valley Area Plan:

Goals 4.1.1-2

There are no supplemental policies.

Piru Area Plan:

Goals 4.1.1-1 & -5

Policy 4.1.2-5

Thousand Oaks Area Plan:

Goals 4.1.1-1 & -5

Policies 4.1.2-6 & -8

C. Threshold of Significance Criteria

Bus transit is an important component of the regional transportation system. A project will normally have a significant impact on bus transit if it would substantially interfere with existing bus transit facilities or routes, or if it would create a substantial increased demand for additional or new bus transit facilities/services.

D. Methodology

In order to determine if a project would impact transit (bus) facilities or services, it will be necessary to contact the appropriate transit authority (see Figure 4.2.4 of the General Plan Public Facilities and Services Appendix).

Specific Impacts:

Existing planning and transportation analysis tools currently available to the Public Works Agency, Transportation Department are not sophisticated enough to quantify with accuracy specific project impacts on bus transit from most development projects, although individual service providers such as Gold Coast Transit (GCT) do have experienced transit planning staff capable of reviewing future developments, and determining if new or additional transit services are required.

However, to avoid unnecessary requirements for smaller projects that can be expected to result in de minimis impacts, projects that can be expected to generate more than 100 daily vehicle trips (10 single family housing units or equivalent traffic generation) will be required an evaluation of the specific project impacts through either consultation with the appropriate transit service provider or separate analysis performed by the applicant and approved by the Transportation Department.

Note: The rationale for this threshold is as follows. Historically transit ridership has been less than 10 percent of all traffic generated within the County of Ventura. This equates to a maximum anticipated ridership from the individual development of 10 daily riders or approximately 1 bus rider per peak hour period.

Cumulative Impacts:

Currently there are no planning or analysis tools available to the Public Works Agency, Transportation Department to evaluate future cumulative impacts on Bus Transit Facilities, but the Transportation

Department is researching the feasibility of adding this element in the future as time and resources permit.

Adopted by the Board of Supervisors on July 27, 2010

27d. Transportation & Circulation - Railroads

A. Definition of Issue

Railroad means a form of transportation on a permanent road base having a line of rails fixed to ties.

B. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs:

Goals 4.2.1-1, -11, & -12

Policy 4.2.2-9

Piru Area Plan:

Goals 4.1.1-1 & -5

There are no supplemental policies.

C. Threshold of Significance Criteria

Railroads are an important component of the regional transportation system. A project will normally have a significant impact on a railroad if it would individually or cumulatively substantially interfere with an existing railroad's facilities or operations.

D. Methodology

After reviewing the project description and consulting Figure 4.2.4 of the General Plan Public Facilities and Services Appendix, the County staff person responsible for administering the project must determine if the project would, in any way, affect an existing rail line or crossing.

If the project could impact an existing rail line or crossing, in order to determine if a project would significantly impact rail facilities and services, it will be necessary to contact the Union Pacific Transportation Company, the Southern California Regional Rail Authority, and the Ventura County Transportation Commission.

Adopted by the Board of Supervisors on July 27, 2010.

This page is intentionally blank.

27e. Transportation & Circulation - Airports

A. Definition of Issue

"Airport" means an area on land or water that is used, or intended to be used, for the landing and takeoff of aircraft and includes its buildings and facilities, if any. Aviation is one of the most widely used modes of transportation, and airports form the terminal ends of the air transportation system. Airports are important to everyone for they are recognized as being the gateway to the modern transportation system. The issue is better defined as the ability of the airport operator to provide public air transportation services from a facility protected from incompatible land uses by good planning decisions.

B. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs:

Goals 4.2.1-1, -13, & -14

Policies 4.2.210 & -11

C. Threshold of Significance Criteria

Decision-makers must protect airports from land uses that are clearly incompatible and those that tend to impede County's ability to provide safe and adequate public service. Incompatible uses include, but are not limited to: high buildings, residential units, refineries, churches and schools within the airport sphere of interest. Generally, projects with the potential to generate complaints and concerns, or which are within the sphere of influence of either County operated airport, would interfere with the County's mission and be deemed as having a significant project-specific and/or cumulative impact. Projects located outside the sphere of influence of any airport are considered to have a less-than-significant impact.

D. Methodology

Projects located within the sphere of influence of either the Camarillo or Oxnard airports should be referred to the Ventura County Director of Airports and the Ventura County Airport Land Use Commission, who will determine what project-specific and/or cumulative impacts, if any, the project will have on airport operations.

Projects located within the sphere of influence of the Santa Paula Airport should be referred to the Santa Paula Airport Manager and the Ventura County Airport Land Use Commission, who will determine what project-specific and/or cumulative impacts, if any, the project will have on airport operations.

Projects located within the sphere of influence of the Naval Base Ventura County Airport should be referred to the Naval Base Ventura County and the Ventura County Airport Land Use Commission, who will determine what project-specific and/or cumulative impacts, if any, the project will have on airport operations.

Adopted by the Board of Supervisors on July 27, 2010

This page is intentionally blank.

27f. Transportation & Circulation - Harbor Facilities

A. Definition of Issue

A harbor, under the context of transportation/circulation, is any portion of a body of water along the shore deep enough for anchoring a boat or ship, providing protection from winds, waves and currents and having docks or port facilities. In Ventura County, the Ventura Harbor, Channel Islands Harbor and Port of Hueneme meet this definition. This issue entails direct or indirect impacts to boat traffic and boat facilities within the harbors.

B. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs:

Goal 4.2.1-1

Coastal Area Plan:

Coastal Act - Commercial Fishing and Recreational Boating:

§ 30224, § 30234, § 30234.5 & § 30255

C. Threshold of Significance Criteria

A project will have an impact on a harbor if the construction or operation of the project will increase the demand for commercial boat traffic and/or adjacent commercial boat facilities. If such an increase will occur, the significance of the impact (project and cumulative) and any mitigation measures must be determined by the following public entities:

Ventura Harbor:

Ventura Port District

Channel Islands Harbor:

Harbor Department, County of Ventura

Port of Hueneme :

Oxnard Harbor District

The Army Corps of Engineers and the State Department of Boating Waterways are also involved in harbor improvements and operations.

D. Methodology

The staff person responsible for administering the project must first ascertain if the project would be adjacent to any harbor, affect the operations of a harbor in any way, or increase the demands on harbor facilities. If not, the "N" columns on the checklist should be marked, and explanation of such provided in Section C of the Initial Study. If any affect could possibly occur, the project description materials shall be sent to the appropriate public entity responsible for the affected harbor for review and comment. The public entity must determine significance for both project and cumulative impacts and, if necessary, suggest mitigation measures.

The Channel Islands Harbor is a public harbor owned and operated by the County of Ventura Harbor Department. Development within the Harbor is undertaken pursuant to the Coastal Commission-certified and County-adopted Channel Islands Harbor Public Works Plan (PWP), as amended. If the impact from the project under consideration is to the Channel Islands Harbor, and if the project will create a demand for facilities within the Harbor beyond that anticipated by the PWP, the impact would be considered significant. A cumulative impact would be presumed to exist if development anticipated within the area combined would create a demand for facilities beyond that anticipated in the PWP. This determination should be made by the County Harbor Department.

Adopted by the Board of Supervisors on July 27, 2010.

This page is intentionally blank.

27g. Transportation & Circulation - Pipelines

A. Definition of Issue

Pipelines mean conduits of pipe for the transportation of petroleum, petroleum products, natural gas, etc. Any new development could have an impact on an existing pipeline.

B. Applicable General Plan Goals and Policies

The following goals and policies of the Ventura County General Plan are applicable to this issue:

Countywide Goals, Policies and Programs:

Goal 2.14.1-2

Policy 2.14.2-4

C. Threshold of Significance Criteria

A project would have a significant impact if it would substantially interfere with, or compromise the integrity or affect the operation of, an existing pipeline.

There may be a cumulative impact on pipelines if, when considered with other pending and recently approved projects, the total effect of the projects causes interference with, or affects the operation of, an existing pipeline. Pending and recently approved projects can be located on the Planning Division website at: <http://www.ventura.org/rma/planning/Permits/projects.html>.

D. Methodology

The County staff person responsible for administering the project shall consult the GIS Oil and Gas Pipeline data layer to determine if the project would be located over a pipeline facility or route. Consistent with the directions of the Federal Office of Homeland Security, the GIS Oil and Gas Pipeline data layer may not be released to the public.

If the project is located over such a facility, it will be necessary to contact the appropriate facility owner to discuss the project and determine the potential project impact on the pipeline. If there is any disagreement between the County staff person and pipeline owner/operator, the staff member responsible for administering the project will bring the issue before the Planning Director or the staff member's supervisor, as appropriate, for a determination.

Adopted by the Board of Supervisors on July 27, 2010

This page is intentionally blank.