



Inclusionary Housing and Affordable Housing Programs Amendments

Initial Study –Negative Declaration

prepared by

City of Ventura

501 Poli Street

Ventura, California 93002

Jennie Buckingham, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.

180 North Ashwood Avenue

Ventura, California 93003

May 2019

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**NOTICE OF INTENT
TO ADOPT A NEGATIVE DECLARATION
CITY OF SAN BUENAVENTURA, CALIFORNIA**

The City of Ventura has prepared an **Initial Study** (IS) to evaluate the environmental impacts of the project identified below, as required by the California Environmental Quality Act (CEQA):

A. Project Description for Case # EIR-9-18-47202 Draft Negative Declaration:

The City of San Buenaventura City Council directed the following amendments to the City's Inclusionary Housing Program (IHP) and Affordable Housing Program (AHP), and associated actions.

- Amendments to the AHP will be made to provide an updated framework for related housing programs, including the IHP, and to ensure consistency between the programs. The project does not change land use designations or allowable densities or otherwise allow for more residential development than could occur under current land use regulations.
- The IHP amendments will include the following:
 - Expand applicability of the Inclusionary Housing Program to Rental developments as well as For-Sale developments
 - Flexibility in adjusting the income level mix
 - Minimum Housing Standards for inclusionary units, including number of bedrooms based on targeted household sizes; square footage; and access to common areas and outdoor spaces
 - Specific comparability¹ and proportionality² of unit types
 - Implementation and Compliance Monitoring Fees for the reasonable cost of preparing documents and processing applications, implementing the program, and ongoing monitoring
 - Expansion of the marketing process requirements and sales strategies for initial and subsequent sales of units
 - In-Lieu Fee Determination and Nexus Study
 - Application: Residential Only or Residential and Non-Residential (commercial, manufacturing, and industrial)
 - Use of Fees: development, down-payment, and/or rehab?
 - Consolidation of Inclusionary Housing policies into one city-wide, comprehensive program

B. Proposed finding. In accordance with the California Environmental Quality Act (CEQA) (Public Resource Code Section 21000 *et seq.*), and consistent with State CEQA Guidelines (California Code of Regulations) Section 15070, and following the completion of an Initial Study

¹ Comparability means that the inclusionary housing units are comparable in terms of size, location, materials, etc.

² Proportionality means that provision of unit types (by bedroom count) are proportionate to the larger project – e.g., if 25% of all units are 2-bedroom, 25% of inclusionary housing units are 2-bedroom

(IS), the Planning Division of the City of Ventura has determined that there is no substantial evidence that the proposed project would have a significant adverse effect on the environment, and that a Negative Declaration (ND) may be adopted.

- C. Fish and Wildlife Impacts:** On the basis of the information contained in the Initial Study, and on the record as a whole, there is no evidence that there will be an adverse effect on fish or wildlife habitats or resources since none of the factors listed in Section 2R.450.530 of the Municipal Code are present.
- D. Hazards:** Although the project would apply City-wide, it would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to the land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. All applicable regulations, policies, and review processes related to hazards and hazardous materials would continue to apply to future development carried out subsequent to adoption of the project. The project would therefore not create significant hazards to the public or the environment by being located on a site on any of the lists enumerated under Government Code Section 65962.5 including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites.

Document Review and Comment. A 30-day public review period for the proposed Mitigated Negative Declaration will be held from May 10, 2019 and ends on June 10, 2019. The document and reference materials are available for public review at the City of Ventura, Planning Division, Room 117, 501 Poli Street, Ventura, CA 93001 or on the city's website at: <https://www.cityofventura.ca.gov/450/Current-Environmental-Documents-for-Review>

- E. Public Hearing and Comments.** Public hearings will be set at a later date, at a properly noticed public hearing approximately in July-September, 2019 before the Planning Commission and the City Council at a subsequent date to consider the proposed amendments to the IHP and AHP, and associated actions, and the Draft Initial Study – Negative Declaration. This meeting will be separately noticed when the date and time are set. All comments concerning the draft ND should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Jennie Buckingham, Senior Planner at (805) 658-4729. Written comments may be mailed or faxed (805-654-7560) to the City of Ventura, Planning Division, 501 Poli Street, CA 93001, or emailed directly to jbuckingham@cityofventura.ca.gov.

May 7, 2019
Date

Jennie A. Buckingham
Jennie A. Buckingham, Senior Planner

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Initial Study

1. Project Title

Inclusionary Housing and Affordable Housing Programs Amendments

2. Lead Agency Name and Address

City of Ventura
Community Development Department
501 Poli Street
Ventura, California 93002

3. Contact Person and Phone Number

Jennie Buckingham, Senior Planner
805-658-4729

4. Project Location

City-wide. For a description of, and a figure showing, the project and regional location see Section 9, Surrounding Land Uses and Setting.

5. Project Sponsor's Name and Address

City of Ventura
501 Poli Street
Ventura, California 93002

6. General Plan Designation

City-wide

7. Zoning

City-wide

8. Description of Project

Summary

The City's Inclusionary Housing Program (IHP) and the overarching Affordable Housing Program (AHP) are tools to be used in implementing the City's Housing Element and in meeting the community's need for increasing affordable housing development. The programs have garnered both attention and support from City Council, stakeholders, and the community at large, and there is expressed interest in retooling the programs to expand and diversify the City's housing stock.

Background

The purpose of the AHP, adopted in November of 1981, is to develop programs to meet the City's housing goals, such as assisting in the provision of ownership and rental housing for low-moderate income households and to ensure housing remains in the affordable market. One important tool in achieving this goal is the IHP.

The IHP comprises two zoning ordinance resolutions: one pertaining to the former Merged Downtown Redevelopment Project Area (Resolution No. 2004-022), and the Interim IHP that was applied citywide exclusive of the former Merged RDA Project Area (Resolution No 2006-058). After adoption of these two inclusionary policies in 2004 and 2006, housing slowed dramatically, and no inclusionary units were created for several years. In 2013, the City Council directed the Community Development Director to create a Blue Ribbon Committee for the purpose of opening a community dialog regarding the existing IHP ordinances and to prepare recommendations for improvements to the program. The City Council asked that in preparing recommendations, staff should consider an In-Lieu Fee option, among other program improvements.

The Project

Affordable Housing Program Improvements

The AHP provides the basic framework for developing affordable housing, primarily by establishing incentives for the production of income-restricted ownership and rental housing, as well as standards for household eligibility, sales prices, and rental rates; minimum project qualifications, such as number of units, location, and compatibility; and, the specific roles and responsibilities of the parties involved.

The AHP provides comprehensive guidance to affordable housing related policies such as the Inclusionary Housing Program (IHP); however, at over 35 years old, some components of the AHP are obsolete and need to be updated. Amendments to the AHP will be made to provide an updated framework for related housing programs, including the IHP, and to ensure consistency between the programs. The project does not change land use designations or allowable densities or otherwise allow for more residential development than could occur under current land use regulations.

Inclusionary Housing Program Improvements

The Blue Ribbon Committee developed a set of recommendations for improving the IHP, as well as adding an in-lieu fee to the program. Staff is using the committee's recommendations as a basis for developing a thorough IHP refinement effort, which will include the following:

- Expand applicability of the Inclusionary Housing Program to Rental developments as well as For-Sale developments
- Flexibility in adjusting the income level mix
- Minimum Housing Standards for inclusionary units, including number of bedrooms based on targeted household sizes; square footage; and access to common areas and outdoor spaces
- Specific comparability¹ and proportionality² of unit types
- Implementation and Compliance Monitoring Fees for the reasonable cost of preparing documents and processing applications, implementing the program, and ongoing monitoring
- Expansion of the marketing process requirements and sales strategies for initial and subsequent sales of units
- In-Lieu Fee Determination and Nexus Study
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 - Use of Fees: development, down-payment, and/or rehab?
- Consolidation of Inclusionary Housing policies into one city-wide, comprehensive program

The In-Lieu Fee and Nexus Study (further described below) will consider multifaceted components such as the possibility of applying the fee to other types of development in addition to residential (e.g., commercial, manufacturing, and/or industrial); how to use the fees collected, such as for development, rehabilitation, and/or down-payment assistance activities; and the mix of affordability levels.

In-Lieu Fee and Nexus Study

Two fees are considered in this project: a Residential In-Lieu Fee and a Commercial Linkage Fee.

The Commercial Linkage Fee would be a fee charged to new commercial development projects to mitigate their housing-related impacts. This fee would mitigate the impacts of new housing demand from new, low-wage workers necessary to fill new jobs created by new commercial development. Workers who earn low wages may not be able to afford market-rate housing. A Commercial Linkage Fee would be subject to the Mitigation Fee Act, which would require the City to prepare a Nexus Study to describe the relationship between new development, new workers, and how both would generate new affordable housing need. The Nexus Study would be required to show that the fee would only mitigate the impacts of future new development, not existing deficiencies.

The Residential In-Lieu Fee would be a fee charged to developers of new, market-rate housing that cannot provide affordable units on-site or donate land. This fee would mitigate the impacts of new housing demand from new, low-wage workers necessary to fill new jobs created by the household spending of occupants of new market-rate housing units. The same nexus methodology used to calculate the Commercial Linkage Fee could be used to determine the number of low-wage jobs created by new market-rate housing, and the number of new worker households by household

¹ Comparability means that the inclusionary housing units are comparable in terms of size, location, materials, etc.

² Proportionality means that provision of unit types (by bedroom count) are proportionate to the larger project – e.g., if 25% of all units are 2-bedroom, 25% of inclusionary housing units are 2-bedroom

income associated with these jobs. This would help determine the financing gap per affordable unit (the gap between the cost to build an affordable rental unit and the low-income household's ability to pay) and the affordable housing gap fee to address this financing gap.

9. Surrounding Land Uses and Setting

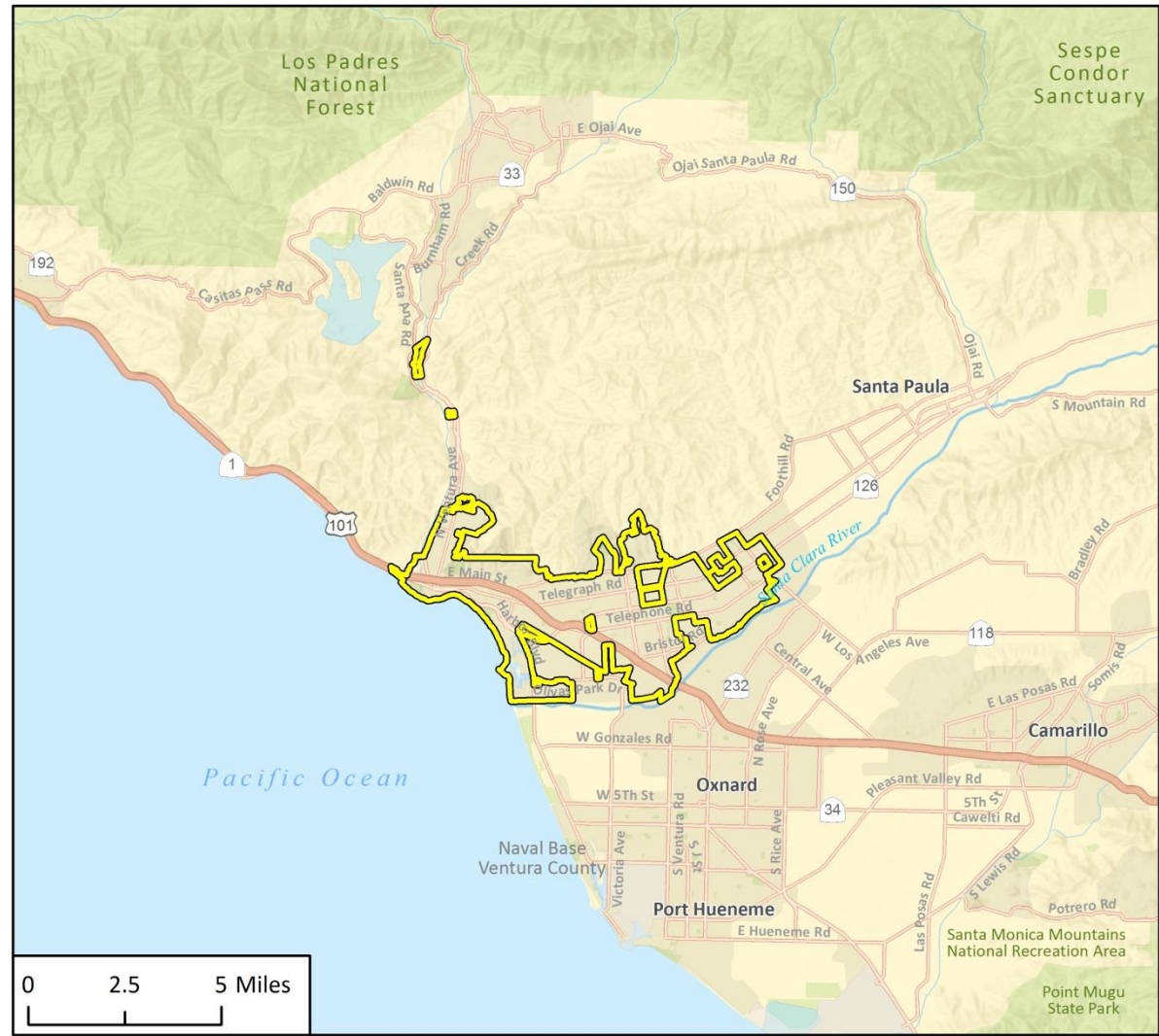
The proposed project would be carried out city-wide. The project area is therefore the entire City. The City of San Buenaventura (Ventura) has an estimated January 2018 population of 111,269 (CDOF, May 2018). As shown in Figure 1, Ventura is situated 25 miles southeast of Santa Barbara and 60 miles northwest of Los Angeles, and is bordered by the Pacific Ocean and Ventura River on the west, the Ventura foothills on the north, and the Santa Clara River on the southeast. The City is located at the northwestern edge of the Oxnard Plain, an alluvial plain that covers over 200 square miles in the southern portion of Ventura County. Much of the City is on a relatively flat coastal plain that gradually slopes up to the foothills, but some areas of the City are in the foothills themselves, including some areas with steep slopes. The western portion of the City stretches north along the Ventura River and is characterized by a narrow valley bordered by steeply sloped hills along both sides.

Ventura has a Mediterranean climate and the coastline helps to produce moderate temperatures year-round, with rainfall concentrated in the winter months. Ocean breezes cool the region in the summer and warm it in the winter. Average daytime summer temperatures in the area are usually in the high 70s to 80s (Fahrenheit). Nighttime low temperatures during the summer are typically in the high 50s to low 60s, while the winter high temperature tends to be in the 60s. Characteristic of Ventura's semi-marine microclimate, the winter low temperatures are in the 40s. Annual average rainfall in Ventura is about 15 inches. The region is subject to various natural hazards, including earthquakes, landslides, flooding, and wildfires.


10. Other Public Agencies Whose Approval is Required

The City of San Buenaventura is the lead agency for the project. No approvals from other agencies are required.

Figure 1 Regional Location and Project Area



Imagery provided by Esri and its licensors © 2018.

 Project Area (City of Ventura)

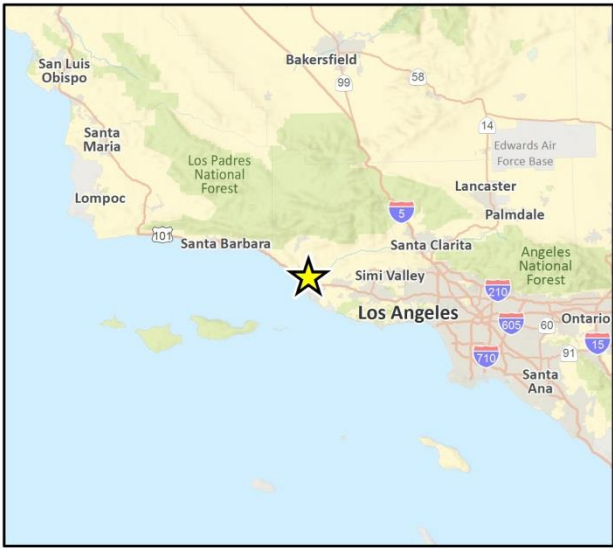


Fig 1 Regional and Project Location

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

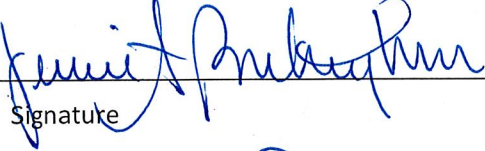
Determination

Based on this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” 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 ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Inclusionary Housing and Affordable Housing Programs Amendments

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential 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 proposed project, nothing further is required.


Signature

Jennie A. Buckingham
Printed Name

May 7, 2019
Date

Senior Planner
Title

Environmental Checklist

1 Aesthetics	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--------------	--------------------------------	--	------------------------------	-----------

Would the project:

a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project have a substantial adverse effect on a scenic vista?*
- b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*
- c. *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*
- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. Therefore, the proposed project would not materially affect the physical environment. As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the project is also fully consistent with the City's General Plan. All applicable City policies and review processes related to aesthetics would continue to apply to future development carried out subsequent to adoption of the proposed project. The proposed project would not have a substantial adverse effect on scenic

vistas, scenic resources, or visual character or quality, nor would it create a new source of substantial light or glare that would adversely affect daytime or nighttime views.

NO IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Section 12220(g)); timberland (as defined by Public Resources Code Section 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 type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

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

There are a few, widely separated areas of farmland or land designated for agricultural use within Ventura's City limits. Some of these include land identified as "Prime Farmland," "Farmland of Statewide Importance," or "Unique Farmland" (CDOC, 2016; City of Ventura, 2005a). There are no forest lands or timberlands identified in the City's General Plan.

As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the proposed project is fully consistent with the City's General Plan. Policies and actions put forth in the General Plan are intended to decrease development pressure on agricultural areas within the scope of the General Plan. Such policies include the following:

- Policy 1B: Increase the area of open space protected from development impacts
- Policy 3C: Maximize use of land in the city before considering expansion
- Policy 3D: Continue to preserve agricultural and other open space lands within the City's Planning Area.

The project would be consistent with these policies because it would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment. All applicable City policies related to agricultural resources would continue to apply to future development carried out subsequent to adoption of the project, and there are no forest lands or timberlands in the City. Therefore, implementation of the project would not result in any impacts to agriculture and forestry resources.

NO IMPACT

3 Air Quality

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

Air Quality Standards and Attainment

The City lies within the South Central Coast Air Basin (the Basin), which is under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD) and the Santa Barbara County Air Pollution Control District (SBCAPCD). The City is within the portion of the Basin overseen by the VCAPCD. As the local air quality management agency, the VCAPCD is 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. Depending on whether or not the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.”

The Basin is designated a nonattainment area for the federal and State 8-hour ozone standards and the State one-hour ozone and PM₁₀ (particulate matter with a diameter of less than 10 microns) standards (VCAPCD 2017, California Air Resources Board [ARB] 2015a). The Basin is in attainment of all other federal and State standards. Because the Basin currently exceeds these State and federal ambient air quality standards, it is required to implement strategies to reduce pollutant levels to recognized acceptable standards. This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate air pollutants, and the number, type, and density of emission sources in the Basin.

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides immitis*. San Joaquin Valley Fever (Valley Fever) is a disease of concern in the Basin. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by natural processes such as wind or earthquakes, or by human induced ground-disturbing activities such as construction, farming, or other activities (VCAPCD 2003). From 2011 to 2015, the number of cases of Valley Fever reported in California averaged 3,611 with an average of 50 cases reported in Ventura County (California Department of Public Health 2016).

Air Quality Management

Under State law, the VCAPCD is required to prepare a plan for air quality improvement for pollutants for which the VCAPCD is in non-compliance. The VCAPCD's 2016 Air Quality Management Plan (AQMP) is an update of the previous 2007 AQMP. The 2016 AQMP, adopted on February 14, 2017, provides a strategy for the attainment of State and federal air quality standards. It 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 ozone standard of 0.070 ppm that was finalized in 2015. This Plan builds upon the approaches taken in the 2007 AQMP and includes attainment and reasonable further progress demonstrations of the new federal 8-hour ozone standard (VCAPCD 2017).

- a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*
- b. *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*
- c. *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 (including releasing emissions that exceed quantitative thresholds for ozone precursors)?*
- d. *Would the project expose sensitive receptors to substantial pollutant concentrations?*
- e. *Would the project create objectionable odors affecting a substantial number of people?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. Therefore, the project would not materially affect the physical environment or directly generate air pollutant emissions. As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the project is also fully consistent with the City's General Plan and the population forecasts upon which those documents are based. Development carried out subsequent to adoption of the project would be subject to the VCAPCD's AQMP and the thresholds, rules, and regulations for emissions that may be generated by various uses and activities as listed above and subsequently updated by the VCAPCD. The project would also be subject to City General Plan policies such as Policy 7D, which is to minimize exposure to air pollution and hazardous substances, and the implementing actions under this policy, including Action 7.21, which is to require analysis of individual development projects in accordance with the most current version of the VCAPCD Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air

pollutant mitigation measures determined to be feasible at the time of project approval. The project would therefore not have any significant impacts related to air quality.

NO IMPACT

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 the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?*
- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*
- d. *Would the project 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?*
- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*
- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The City's General Plan is predominantly focused on the intensification and reuse of previously developed areas, thereby limiting urban expansion into agricultural and/or relatively undisturbed areas. Sensitive habitats and sensitive species are limited in these previously developed areas due to existing development or prior disturbance. Existing habitat consists largely of landscape trees, which can provide habitat to nesting birds. The monarch butterfly (*Danaus plexippus*), a CDFW Special Animal, can also roost in landscape trees that serve as wintering sites, in addition to sensitive bats such as the California Mastiff bat (*Eumops perotis*) (City of Ventura, 2005a).

As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the proposed project is fully consistent with the City's General Plan. Policies and actions put forth in the General Plan are intended to decrease development pressure on more sensitive or biologically productive areas within the scope of the General Plan. Such policies include the following:

- Policy 1B: Increase the area of open space protected from development impacts
- Policy 3C: Maximize use of land in the city before considering expansion
- Policy 3D: Continue to preserve agricultural and other open space lands within the City's Planning Area.

The project would be consistent with these policies because it would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment. All applicable City policies and review processes related to biological resources would continue to apply to future development carried out subsequent to adoption of the project. Therefore, implementation of the project would not result in any impacts to biological resources.

NO IMPACT

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 as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*
- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*
- c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*
- d. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The City is rich in cultural and historic resources due to the long history of human settlement that spans from the Chumash civilization to Spanish settlements. Within the Ventura General Plan Planning Area, there are 25 recorded archaeological sites and 96 historic landmarks or points of interest, at least 43 of which may also contain subsurface cultural resources (City of Ventura, 2005a).

As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the project is fully consistent with the City's General Plan. Policies and actions put forth in the General Plan are intended to protect cultural resources within the scope of the General Plan. For example, Policy 9D is to ensure proper treatment of archeological and historic resources. Actions under Policy 9D include, among others, requiring archaeological assessments where cultural resources are likely to be located (Action 9.14); requiring coordination with the Ventura County Archaeological Society and local Native American organizations, as appropriate, when archaeological resources are discovered (Action 9.15); requiring that modifications to historically-designated buildings maintain

their character (Action 9.18); and seeking input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark (Action 9.20).

The proposed project would be consistent with these policies and actions because it would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment. All applicable City policies and review processes related to historical, archaeological, and paleontological resources; unique geological features; and human remains would continue to apply to future development carried out subsequent to adoption of the project.

Applicable regulations of other agencies would also continue to apply. For example, If human remains are found during any future development activities, the State of California Health and Safety Code Section 7050.5 would apply. This Code section states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and make recommendations to the landowner within 48 hours of being granted access.

For all the reasons discussed above, implementation of the project would not result in any impacts to cultural resources. For a discussion specific to tribal cultural resources, see Section 17, Tribal Cultural Resources.

NO IMPACT

6 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a.1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?*
- a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*
- a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment. As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the project is also fully consistent with the City's General Plan. All applicable City policies and review processes related to geology and soils would continue to apply to future development carried out subsequent to adoption of the project. For example, all new development would be subject to the City's General Plan Policy 7B to minimize geologic and flood risks, and Action 7.7, which requires project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site (Ventura, City of 2005a). New development would also be subject to the California Building Code (CBC) standards to protect people and structures from loss, injury or death due to rupture, ground shaking, ground failure and landslides (Ventura, City of 2005a). With continued compliance with the City's General Plan policy and actions, and the CBC, implementation of the project would not expose people or structures to substantial adverse effects related to fault rupture, ground shaking, or seismic-related ground failure, including liquefaction or landslides.

NO IMPACT

- b. Would the project result in substantial soil erosion or the loss of topsoil?*
- c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?*
- d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

As explained above and throughout this Initial Study, the proposed project would not materially affect the physical environment. Additionally, while parts of the City may contain soils that are expansive, potentially unstable, or are susceptible to erosion, the City consists of completely developed or previously developed land, with most surface soils being covered by existing buildings or pavement. CBC and City standards for building construction and review (described in impact discussion a1 through a4 above) would ensure that future projects would be adequately protected from these soil-related hazards.

NO IMPACT

- e. *Would the project 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?*

The proposed project does not entail implementation of septic tanks or alternative wastewater disposal systems. The entire City relies on a sewer system for wastewater disposal. Future development projects would continue to be connected to existing City wastewater conveyance and treatment systems.

NO IMPACT

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7 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during past ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC), the understanding of anthropogenic (human-induced) warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century (IPCC 2014).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, and CH₄ results from off-gassing associated with agricultural practices and landfills.

Human-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (California Environmental Protection Agency [CalEPA] 2006). Different

types of GHGs have varying global warming potentials (GWPs), which are the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the GHG emissions, referred to as carbon dioxide equivalent (CO₂e), and is the amount of a GHG emitted multiplied by its GWP. CO₂ has a 100-year GWP of one. By contrast, CH₄ has a GWP of 25, meaning its global warming effect is 25 times greater than that of CO₂ on a molecule per molecule basis (IPCC 2007).

The accumulation of GHGs in the atmosphere regulates Earth's temperature. Without the natural heat-trapping effect of GHGs, Earth's surface would be about 34 degrees Celsius (°C) cooler (CalEPA 2006). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally-occurring concentrations.

Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Some of the potential impacts in California of global warming may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA 2010). While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general, scientific modeling tools are currently unable to predict what impacts would occur locally.

Greenhouse Gas Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT) of CO₂e in 2010. CO₂ emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010 (IPCC 2014).

Total U.S. GHG emissions were 6,511 MMT of CO₂e in 2016 (U.S. EPA 2018). In 2016, the industrial and transportation end-use sectors accounted for 22 percent and 28.5 percent of GHG emissions, respectively. Electric power accounted for 28.4 percent of GHG emissions. Meanwhile, the residential and commercial end-use sectors accounted for 11 percent of GHG emissions (U.S. EPA 2018).

Based on the ARB California Greenhouse Gas Inventory for 2000-2015, California produced 440.4 MMT of CO₂e in 2015 (ARB 2016b). The largest single source of GHG in California is transportation, contributing 39 percent of the state's total GHG emissions. Industrial sources are the second largest source of the state's GHG emissions, contributing 23 percent of the state's GHG emissions (ARB 2016b). California emissions are due in part to its large size and large population compared to other states. However, the mild climate reduces California's per capita fuel use and GHG emissions as compared to other states. The ARB has projected statewide unregulated GHG emissions for the year 2020 will be 509.4 MMT of CO₂e (ARB 2016b). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

Regulatory Setting

California Regulations

The State of California considers GHG emissions and the impacts of climate change to be a serious threat to the public health, environment, economic well-being, and natural resources of California, and has taken an aggressive stance to mitigate its impact on climate change through the adoption of

policies and legislation. ARB is responsible for the coordination and oversight of state and local air pollution control programs in the state. California has numerous regulations aimed at reducing the state's GHG emissions; some of the major initiatives are summarized below.

ASSEMBLY BILL 32

California's major initiative for reducing GHG emissions is outlined in Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of California's largest industrial emitters.

The ARB approved the initial AB 32 Scoping Plan on December 11, 2008 and a 2020 statewide GHG emission limit of 427 MMT of CO₂e was established. The Scoping Plan also included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

SENATE BILL 375

Senate Bill (SB) 375, signed in August 2008, enhances California's ability to reach AB 32 goals by directing ARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of California's 18 major metropolitan planning organizations to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010, ARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.

SENATE BILL 32

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring California to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, ARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies, such as SB 350 and SB 1383. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of 6 metric tons (MT) of CO₂e by 2030 and 2 MT of CO₂e by 2050. As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in California.

Regional Regulations

SCAG RTP/SCS

As discussed above, SB 375 requires metropolitan planning organizations to prepare an RTP/SCS that will achieve regional emission reductions through sustainable transportation and growth strategies. On September 23, 2010, ARB adopted final regional targets for reducing GHG emissions levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an eight percent reduction in GHGs from transportation sources by 2020 and a 13 percent reduction in GHGs from transportation sources by 2035. Most recently, SCAG adopted the 2016-2040 RTP/SCS on April 7, 2016, which includes strategies and objectives to encourage transit-oriented and infill development and the use of alternative transportation to minimize vehicle use.

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

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. It would therefore not lead to any change in the amount or location of future development in the City, or otherwise materially affect the physical environment, and would not directly or indirectly generate GHG emissions.

NO IMPACT

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

As discussed under “Regulatory Setting,” a number of plans and policies have been adopted to reduce GHG emissions in the Southern California region, including Ventura County. SCAG’s 2016 RTP/SCS provides land use and transportation strategies to reduce regional GHG emissions. The VCAPCD, Ventura County, and the City of Ventura have not adopted plans or policies related to GHG emission reductions.

Specific land use objectives identified in SCAG’s 2016 RTP/SCS include:

- **Reflect the changing population and demands** - The SCAG region, home to about 18.8 million people in 2015, currently contains 5.9 million households and 8 million jobs. By 2040, the Plan projects that these figures will increase by 3.4 million people, with nearly 1.5 million more households and 1.8 million more jobs (SCAG 2016). High Quality Transit Areas (HQTAs) will account for three percent of regional total land, but will accommodate 46 percent and 55 percent of future household and employment growth, respectively, between 2012 and 2040. The 2016 RTP/SCS land use pattern contains sufficient residential capacity to accommodate the region’s future growth, including the eight-year regional housing need. The land use pattern accommodates about 530,000 additional households in the SCAG region by 2020 and 1.5 million more households by 2040. The land use pattern also encourages improvement in the jobs-housing balance by accommodating 1.1 million more jobs by 2020 and about 2.4 million more jobs by 2040.

- **Focus new growth around transit** - The 2016 RTP/SCS land use pattern reinforces the trend of focusing growth in the region's HQTAs. Concentrating housing and transit also concentrates roadway repair investments, leverages transit and active transportation investments, reduces regional life cycle infrastructure costs, improves accessibility, avoids greenfield development, and has the potential to improve public health and housing affordability. HQTAs provide households with alternative modes of transport that can reduce VMT and GHG emissions.
- **Plan for growth around livable corridors** - The Livable Corridors strategy seeks to revitalize commercial strips through integrated transportation and land use planning that results in increased economic activity and improved mobility options. From a land use perspective, Livable Corridors strategies include a special emphasis on fostering collaboration between neighboring jurisdictions to encourage better planning for various land uses, corridor branding, roadway improvements and focusing retail into attractive nodes along a corridor.
- **Provide more options for short trips** - Thirty-eight percent of all trips in the SCAG region are less than three miles. The 2016 RTP/SCS provides strategies to promote the use of active transport for short trips, including implementation of sidewalks and local bikeways. Neighborhood Mobility Areas are meant to reduce short trips in a suburban setting.
- **Preserve our existing system** - Southern California's transportation system is becoming increasingly compromised by decades of underinvestment in maintaining and preserving our infrastructure. These investments have not kept pace with the demands placed on the system, and the quality of many roads, highways, bridges, transit, and bicycle and pedestrian facilities are continuing to deteriorate. Unfortunately, the longer they deteriorate, the more expensive they will be to fix in the future. Even worse, deficient conditions compromise the safety of users throughout the network. For all of these reasons, system preservation and achieving a state of good repair are top priorities of the 2016 RTP/SCS.
- **Transit** - Looking toward 2040, the 2016 RTP/SCS maintains a significant investment in public transportation across all transit modes and also calls for new household and employment growth to be targeted in areas that are well-served by public transportation to maximize the improvements called for in the Plan.
- **Active Transportation** - The 2016 RTP/SCS includes \$12.9 billion for active transportation improvements, including \$8.1 billion in capital projects and \$4.8 billion as part of the operations and maintenance expenditures on regionally significant local streets and roads. The Active Transportation portion of the 2016 Plan updates the Active Transportation portion of the 2012 Plan, which has goals for improving safety, increasing active transportation usage and friendliness, and encouraging local active transportation plans. It proposes strategies to further develop the regional bikeway network, assuming that all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. To accommodate the growth in walking, biking and other forms of active transportation regionally, the 2016 Active Transportation Plan also considers new strategies and approaches beyond those proposed in 2012.

The project is fully consistent with the City's General Plan, which emphasizes infill development in the City's Districts, Corridors, and Neighborhood Centers, and uses form-based codes as a tool for improved urban design (City of Ventura, 2005b), consistent with SCAG's RTP/SCS land use objectives of planning for growth around livable corridors, focusing new growth around transit (since transit in Ventura tends to travel along these corridors), and other SCAG objectives listed above related to encouraging transit use.

The project would be consistent with these policies because it would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. Additionally, as explained in Section 13, Population and Housing, the project could result in a greater proportion of allowed units on particular sites being affordable, but would not increase the total number of units allowed on the site. This potential increase in the proportion of affordable units would help the City accommodate future affordable housing demand, consistent with SCAG's RTP/SCS land use objective of reflecting the demands of a changing population.

Future development carried out subsequent to adoption of the project would be subject to the City's General Plan, Zoning Ordinance, and all other applicable policies and regulations. The following are examples of General Plan policies and actions that are consistent with the SCAG RTP/SCS land use objectives discussed above:

- Action 2.6: Encourage intensification and diversification of uses and properties in districts, corridors, and neighborhood centers, including through assembly of vacant and underutilized parcels
- Policy 3C: Maximize use of land in the city before considering expansion
- Policy 3D: Continue to preserve agricultural and other open space lands within the City's Planning Area
- Action 3.25: Establish first priority growth areas to include the districts, corridors, and neighborhood centers as identified on the General Plan Diagram; and second priority areas to include vacant undeveloped land when a community plan has been prepared for such (within the City limits)
- Policy 2.1 (2014-2021 Housing Element): Provide high quality housing for current and future residents at all income levels. Promote housing that is developed under modern sustainable community standards.
- Policy 2.11 (2014-2021 Housing Element): Continue to implement the inclusionary housing ordinance as a means of integrating affordable units within new residential development: 1) Require affordable units to be provided on or off-site, with allowance for payment of an in-lieu fee at the discretion of the City; 2) Evaluate the financial impact of inclusionary requirements on development, and assess incentive-based alternative strategies for provision of affordable housing.
- Policy 2.13 (2014-2021 Housing Element): Encourage the production of housing that meets the needs of all economic segments, including extremely low, lower, moderate, and above moderate-income households, to achieve a balanced community
- Policy 3.2 (2014-2021 Housing Element): Implement smart growth principles by providing incentives for quality infill projects that utilize existing infrastructure such as expediting permit processing
- 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

For all the reasons discussed above, the project would therefore be consistent with applicable plans, policies, and regulation adopted for the purpose of reducing greenhouse gas emissions.

NO IMPACT

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8 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 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 material 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regulatory Setting

The City of Ventura is bounded to the west by State Route 33. US 101 runs along the southwestern portion of the City, and State Route 126 splits from US 101 outside the Midtown Corridor and runs east until it leaves the City. All three routes are identified by the General Plan as routes where transportation of hazardous materials are a concern. There are no superfund sites located within the City, though there are brownfield sites in the Westside and North Ventura Avenue Neighborhoods for which the City received grants between 1999 through 2006 to identify and remediate potential brownfield sites prior to redevelopment (City of Ventura, 2005a). The City has established a Brownfield Assessment Demonstration Pilot Program to fund site assessments and initiate remediation.

Within Ventura, the City Fire Department maintains a team specially trained and equipped to respond to hazardous materials emergencies. Additional equipment and personnel for large-scale hazardous materials incidents is available from the County Fire Protection District, the City of Oxnard, and the U.S. Naval Construction Battalion Center in Port Hueneme (City of Ventura, 2005a).

The County of Ventura Environmental Health Division is the Certified Unified Program Agency (CUPA) to implement the unified hazardous waste and hazardous materials management regulatory program within the County. The City of Ventura Fire Department is a Participating Agency (PA) authorized by the County CUPA to enforce certain elements of the hazardous materials management regulatory program within its jurisdiction (City of Ventura, 2005a). While the County CUPA enforces the hazardous waste program element within the City, the Ventura Fire Department enforces the Hazardous Materials Business Plan, Underground Storage Tanks, Aboveground Petroleum Storage Tanks and the California Accidental Release Prevention program elements of the CUPA program. In addition to conducting periodic facility inspections, CUPA and PA programs include hazardous materials emergency response, investigation of the illegal disposal of hazardous waste, public complaints, and storm water illicit discharge inspections (Ventura County, 2018).

The City Fire Department compiles and maintains a list of businesses that meet the threshold criteria for use, storage, or disposal of hazardous materials, compressed gases and/or hazardous waste. The City of Ventura Fire Department responds to all hazardous materials calls within the City. The City maintains a hazardous materials (HAZMAT) team at Fire Station 6, located at 10797 Darling

Road in Ventura. The HAZMAT team is specially trained and equipped to respond to emergencies involving potentially hazardous materials (City of Ventura, 2005a).

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- 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?*
- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*
- d. *Would the project be located on a site included on a list of hazardous material 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?*

As explained in Section 13, Population and Housing, the project could result in a greater proportion of allowed units on particular sites being affordable, but would not increase the total number of units allowed on the site. It would therefore not materially affect the physical environment.

As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the project is fully consistent with the City's General Plan, including the following policy related to hazardous materials:

- Policy 7D: Minimize exposure to air pollution and hazardous substances

Various actions under this policy more specifically address issues related to contaminated sites (Action 7.26), soil and groundwater contamination (Action 7.27), and other hazardous materials issues. The project would be consistent with these policies and actions because it would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. All applicable regulations, policies, and review processes related to hazards and hazardous materials, including those discussed in the Regulatory Setting section above, would continue to apply to future development carried out subsequent to adoption of the project.

The project would therefore not create significant hazards to the public or the environment through the routine transport, use, disposal, or reasonably foreseeable upset or accident conditions involving hazardous materials, including such effects within ¼ mile of an existing or school, or being located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5.

NO IMPACT

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*
- f. *For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area?*

The City is not located within two miles of an airport or private airstrip, and not within an airport land use plan (Ventura County Airport Land Use Commission, 2000). The nearest airports are Camarillo Airport (approximately eight miles southeast of the City), Oxnard Airport (approximately five miles south of the City), and Santa Paula Airport (approximately 11 miles northeast of the City). Therefore, the proposed project would have no impact related to airport safety hazards.

NO IMPACT

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

The proposed project would not involve any alteration of street patterns associated with major emergency evacuation routes. As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the project is fully consistent with the City's General Plan, including the following policy related to emergency response:

- Policy 7C: Optimize firefighting and emergency response capabilities

Actions 7.12 through 7.14 under this policy more specifically address issues related to emergency response and evacuation.

The project would be consistent with these policies and actions because it would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. As explained in Section 13, Population and Housing, the project could result in a greater proportion of allowed units on particular sites being affordable, but would not increase the total number of units allowed on the site. It would therefore not materially affect the physical environment. All applicable regulations, policies, and review processes related to emergency response and evacuation, including those discussed in the Regulatory Setting section above, would continue to apply to future development carried out subsequent to adoption of the project. Therefore, the project would not impair implementation of or otherwise interfere with adopted emergency response plans or emergency evacuation plans. In the unlikely event that any future development projects would involve changes to emergency response or evacuation routes, they would be required to address such impacts at that time as part of the City's standard project review.

NO IMPACT

- h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. As explained in Section 13, Population and Housing, the project could result in a greater proportion of allowed units on particular sites being affordable, but would not increase the total number of units allowed on the site. It would therefore not materially affect the physical environment. As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the project is also fully consistent with the City's General Plan, including policies and actions related to wildland fires, such as Action 7.12, which is to refer development plans to the Fire

Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance. All applicable regulations, policies, and review processes related to fire prevention and fire protection would continue to apply to future development carried out subsequent to adoption of the project. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

NO IMPACT

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9 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
j. Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

a. *Would the project violate any water quality standards or waste discharge requirements?*

f. *Would the project otherwise substantially degrade water quality?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or require any revisions to zoned density or land use designation for any parcel. As explained in Section 13, Population and Housing, the project could result in a greater proportion of allowed units on particular sites being affordable, but would not increase the total number of units allowed on the site. It would therefore not materially affect the physical environment.

During construction of future development projects carried out subsequent to adoption of the proposed project, project applicants would be required to obtain coverage under a Construction General Permit (CGP) to comply with the Clean Water Act's National Pollutant Discharge Elimination System (NPDES) requirements. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. Compliance with the NPDES permit, and City Municipal Code (Section 12.220 – Grading Requirements), would require the development and implementation of either a Storm Water Pollution Prevention Plan (SWPPP) or a Storm Water Pollution Control Plan (SWPCP). Either of these plans would include Best Management Practices (BMPs). The purpose of these plans is to identify all potential sources of pollution which may be expected to affect the quality of storm water discharge from a construction site, and provide BMPs to help reduce potential impacts. The BMPs would include measures that would be implemented to prevent discharge of eroded soils from the construction site and sedimentation of surface waters off-site. The BMPs would also include measures to quickly contain and clean up any minor spills or leaks of fluids from construction equipment.

During operation, future projects would be subject to the requirements of a Ventura County Municipal Separate Storm Sewer Systems (MS4) permit. Site-specific BMPs would be designed by the contractor in compliance with applicable regulations and conditions of the MS4 permit. The MS4 permit establishes limits for the concentration of contaminants entering the storm drain system and requires BMPs such as landscaping for infiltration. Additionally, applicants would be required to design storm drains that conform to the standards approved by the City Engineer. Conformance with the NPDES permitting system and MS4 permit requirements would reduce water quality and waste discharge impacts from runoff during long-term operational activities, and there would be no impact.

NO IMPACT

- b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*
- c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?*
- d. Would the project substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*
- e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or require any revisions to zoned density or land use designation for any parcel. As explained in Section 13, Population and Housing, the project could result in a greater proportion of allowed units on particular sites being affordable, but would not increase the total number of units allowed on the site.

Required compliance with Ventura County's MS4 permit and recommended BMPs from the Ventura County Technical Guidance Manual (see item 9a,f) will improve water quality runoff from future project sites. During operation, future projects would be subject to the requirements of the NPDES MS4 Permit issued to the County of Ventura. The NPDES program requires stormwater permits for point source discharges, and the County's MS4 Permit establishes limits for the concentrations of contaminants entering the storm drain system. Under the MS4 Permit, any project applicant who discharges stormwater runoff from a site is required to pre-treat runoff on-site through BMPs such as landscaping and infiltration. New development is required to include at least 5% pervious surface area on-site to control pollutants and runoff volume from impervious surfaces. With incorporation of standard MS4 permit requirements during construction and operation, future project sites would not discharge polluted stormwater in excess of City and County requirements. Future projects would also be subject to General Plan policies and actions related to water conservation, such as Action 5.1, which calls for the use of low-flow fixtures, leak repair, drought-tolerant landscaping,

and reclamation. Other General Plan policies and actions for water conservation are Policy 5A, Actions 5.1, 5.4, and Policy 5B, Actions 5.7, 5.8, 5.9 and 5.11.

For the reasons discussed above, the proposed project would not increase water consumption, deplete groundwater supplies, interfere substantially with groundwater recharge, alter drainage patterns, or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and there would be no impact.

NO IMPACT

- g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?*
- h. Would the project place structures in a 100-year flood hazard area that would impede or redirect flood flows?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. As explained in Section 13, Population and Housing, the project could result in a greater proportion of allowed units on particular sites being affordable, but would not increase the total number of units allowed on the site. The project would therefore not place housing or structures in a 100-year flood hazard area, and there would be no impact.

NO IMPACT

- i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?*

As illustrated in the Ventura County Dam Failure Inundation Area Map, parts of the City is located in several different Dam Inundation Areas (Ventura County 2015). Although parts of the City are located in an inundation area, these dams meet applicable safety requirements and, with the exception of Casitas Dam (which is regulated by the Bureau of Reclamation), are inspected by the Division of Dam Safety, California Department of Water Resources, twice per year to ensure they meet all safety requirements and that necessary maintenance is performed. The Bureau of Reclamation has stated that Casitas Dam is in satisfactory condition for normal operations and a safety evaluation is ongoing. Matilija Dam is in the process of being decommissioned (City of Ventura 2005b).

In the event of a dam failure or other flood event, the City and County would follow an emergency response and evacuation plan set forth in the Multi-Hazard Mitigation Plan managed by the Ventura County Sheriff's Office of Emergency Services, in cooperation with the Ventura County Watershed Protection District, and various cities and special districts within Ventura County. The County bilingual alert system includes mobile emergency vehicle sirens and loudspeakers, and door-to-door notification. The City flood emergency warning systems also includes public alerts by television service providers. Since future residents of the would be properly notified in the event of dam failure, flooding impacts related to the failure of a levee or dam would be less than significant.

Lastly, the proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. As explained in Section 13, Population and Housing, the project could result in a greater proportion of allowed units on particular sites being affordable, but

would not increase the total number of units allowed on the site. The project would therefore not directly expose people or structures to a significant risk of loss, injury, or death involving flooding, including occurring as a result of the failure of a levee or dam, and there would be no impact.

NO IMPACT

j. Would the project result in inundation by seiche, tsunami, or mudflow?

Seiches are seismically induced waves that occur in large bodies of water other than the ocean, such as lakes and reservoirs. The closest such body of water is Lake Casitas, which is over six miles to the northwest of the site. Therefore, the proposed project would have no impact related to inundation by seiche.

A tsunami is a tidal wave produced by off-shore seismic activity. While parts of the City along and adjacent to the ocean could be affected by tsunamis, the project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. As explained in Section 13, Population and Housing, the project could result in a greater proportion of allowed units on particular sites being affordable, but would not increase the total number of units allowed on the site. The project would therefore not place housing or structures in a tsunami inundation area. Additionally, the City would follow emergency evacuation plans set forth in the Multi-Hazard Mitigation Plan managed by the Ventura County Sheriff's Office of Emergency Services. Therefore the project would have no impact related to inundation by tsunami.

NO IMPACT

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10 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project physically divide an established community?

As discussed under Impact 13a, the proposed project may influence the proportion of affordable or market-rate units in future residential developments on various properties throughout the City, but would not change the total amount of, or the location of, residential development allowed on any property. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. It therefore does not include any components that would physically divide an established community.

NO IMPACT

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Although the proposed project is meant to increase the availability of affordable housing to City residents, it would not directly result in General Plan land use designation or zoning changes, and would not grant additional entitlements for anticipated development beyond that evaluated in the 2005 General Plan EIR (City of Ventura, 2005a), as further explained in Section 13, Population and Housing. Accordingly, the amount of housing anticipated under the project would remain consistent with the land use designations in the 2005 General Plan, which analyzed and forecasted future residential growth through 2025. Potential environmental impacts associated with development according to the General Plan were evaluated in the 2005 General Plan EIR, which is incorporated

herein by reference (City of Ventura, 2005a) and available at City Hall and on the City's website (<https://www.cityofventura.ca.gov/485/General-Plan>).

The City of Ventura is required to adopt a Housing Element as part of its General Plan that complies with state housing element law, which requires that housing elements identify and analyze existing and projected housing needs and include a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement and development of housing. The City's Housing Element (City of Ventura, 2013) is a policy document with programs intended to meet these requirements, facilitate meeting the City's housing needs, and accommodate SCAG's Regional Housing Needs Assessment (RHNA) unit numbers. The City's current Housing Element accommodates the 5th Regional Housing Needs Assessment (RHNA) cycle covering the period from 2014-2021, and was adopted in September 2013.

The 2014-2021 RHNA required the City to plan for construction of 3,654 dwelling units between October 1, 2013 and October 1, 2021. The housing units specified by the RHNA are not quotas for development; rather, the RHNA determines the number and affordability of housing units that jurisdictions need to plan for through land use policies, regulations, infrastructure plans, and other housing assistance programs. Construction and development of these allocations is not a requirement. The 2014-2021 Housing Element found that, in total, the number of potential additional housing units identified by the Housing Element at that time exceeded the RHNA allotment by 4,387 units. It also found that, with the addition of the 2014-2021 RHNA allocation of 3,654 dwelling units to the City's then-current housing base of 40,438 households, the total number of households in the City would reach 44,092 households. This number of households is well below forecasted housing levels for the year 2025, as identified in Table 4.15-2 of the 2005 General Plan EIR, including the 49,138 households forecast under Scenario 1 (the adopted scenario). Therefore, the City's RHNA allocation can be accommodated without rezoning or further General Plan Amendments. As explained in Section 13, Population and Housing, the project would not would not directly result in General Plan land use designation or zoning changes, and would not grant additional entitlements for anticipated development beyond that evaluated in the 2005 General Plan EIR. The project is therefore also consistent with the 2014-2021 Housing Element.

Although the project would not directly result in General Plan land use designation or zoning changes, and would not grant additional entitlements for anticipated development beyond that evaluated in the 2005 General Plan EIR, it is intended to increase the availability of affordable housing to City residents by encouraging the inclusion of affordable units in new residential projects. It would therefore help implement City policies, contained in the City's Housing Element and other City policy documents, to increase the availability of affordable housing. As discussed throughout the other sections of this Initial Study, the project would also not conflict with other policies, actions, and regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Future development carried out under the project would be required to comply with the amendments to the City's Inclusionary Housing Ordinance, and would therefore be consistent with the City's Municipal Code as revised by the project.

NO IMPACT

- c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. The project would therefore not materially affect the physical environment. As discussed under Impact 10b, the project is also fully consistent with the City's General Plan. The project would therefore not conflict with an applicable habitat conservation plan or natural community conservation plan.

NO IMPACT

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11 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"/>

- a. *Would the project 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?*
- b. *Would the project 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?*

The two principal mineral resources in and around the City are aggregate and petroleum (City of Ventura, 2005a). The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment, and would not lead to the loss of availability of known, important statewide, regional, or local mineral resource.

NO IMPACT

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12 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located in 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"/>
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*
- b. *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*
- c. *Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?*

- d. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Although the actions included in the proposed project are intended to positively influence the availability of affordable housing to City residents, the project would not grant additional entitlements for anticipated development beyond that evaluated in the 2025 General Plan EIR. The project would not involve any changes in land use designations or zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. Accordingly, the amount of housing anticipated under the project would remain consistent with the land use designations in the 2005 General Plan, which analyzed and forecasted future residential growth through 2025. The project would not directly result in development of a specific site, or fundamentally change any area within the City. It would therefore not create additional noise or vibration sources, or increase noise or vibration from any source.

Future development carried out subsequent to adoption of the project would be subject to the City's General Plan, Zoning Ordinance, and all other applicable policies and regulations. The Ventura 2005 General Plan requires acoustical analyses for new residential developments within a 60dBA CNEL noise contour or higher, or within any area designated for commercial or industrial use where new residential uses could result in exterior noise exceeding 65 dBA CNEL and/or interior noise exceeding 45 dBA CNEL with windows closed (Action 7.32). The 60 dBA CNEL noise contours are located along the highways going through town (SR 33, US 101, SR 118, and SR 126), and local streets with an ADT over 5,000, including the State Routes mentioned above, Main Street, Victoria Avenue, Telegraph Road, and Ventura Avenue (City of Ventura, 2005a). Future development would also be subject to the provisions of the City's Municipal Code relating to noise. For example, Chapter 10.650 of the Noise Ordinance of the City's Municipal Code forbids construction exceeding the noise level limits of Article 1, *Noise Regulations Generally*, between 8:00 p.m. of one day and 7:00 a.m. of the next, but allows them outside those hours, in order to avoid impacts related to construction noise occurring during hours when people normally sleep.

For all the reasons discussed above, the project would have no impact related to noise.

NO IMPACT

- e. *For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*
- f. *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?*

The City is not located within two miles of an airport or private airstrip, and not within an airport land use plan (Ventura County Airport Land Use Commission, 2000). The nearest airports are Camarillo Airport (approximately eight miles southeast of the City), Oxnard Airport (approximately five miles south of the City), and Santa Paula Airport (approximately 11 miles northeast of the City). Because the project is not within the immediate vicinity of a public airport or private airstrip, it would not expose future residents or workers to excessive aviation related noise levels, and there would be no impact.

NO IMPACT

13 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Setting

The City of Ventura has an estimated January 2018 population of 111,269 (CDOF, May 2018). SCAG projects that the City will reach approximately 125,300 residents by 2040, nearly a 15% increase (SCAG, 2012). The City is nearly built out, and has a limited supply of developable parcels to accommodate commercial, industrial, and residential growth within City boundaries (City of Ventura, 2005). The projected population of the City under Scenario 1 (the adopted scenario) of the City's General Plan EIR is 126,153 by 2025 (City of Ventura, 2005). The City's 2005 General Plan aims to minimize impacts of growth by emphasizing intensification and reuse of already developed areas to minimize development pressure on agricultural and undeveloped lands, notably in the hillsides above the City.

- a. *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The City's current (January 2018) population of 111,269 is 14,884 persons less than the projected population of 126,153 by 2025 under Scenario 1 of the General Plan EIR, and 14,031 persons less than SCAG's population forecast for the City of 125,300 by 2040. The proposed project would not increase the amount of housing in the City because, while it may affect the amount or location of income-restricted units in the City, it would not increase the total number of units allowed on any property. For example, if existing zoning regulations currently allow a 100-unit development on a particular property subject to the City's current Inclusionary Housing requirements, at least 15% of those units (15 units) are required to be affordable, but the maximum number of units allowed would be 100 units with or without inclusion of the affordable units. Under the project, the Inclusionary Housing Ordinance would remain in place, but would be amended to apply in a more uniform manner, city-wide, and would include the option of paying an in-lieu fee to pay for the

creation of affordable units off-site rather than on that particular property. If the affordable units were created off-site, the total number of units on that site would also be controlled by the maximum number of units allowed under existing zoning on that site. The project would therefore not increase the amount of housing units allowed on any property, and would therefore not add to the City's existing or future population.

Although the actions included in the project are intended to positively influence the availability of affordable housing to City residents, the project would not grant additional entitlements for anticipated development beyond that evaluated in the 2025 General Plan EIR. The project would not involve any changes in land use designations or zoning. Accordingly, the amount of housing anticipated under the project would remain consistent with the land use designations in the 2005 General Plan, which analyzed and forecasted future residential growth through 2025.

For all the reasons discussed above, the project would not induce substantial population growth beyond that already analyzed in the 2025 General Plan FEIR.

NO IMPACT

- b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*
- c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

As discussed under Impact 13a, the proposed project may influence the proportion of affordable or market-rate units in future residential developments on various properties throughout the City, but would not change the total amount of residential development allowed on any property. It therefore does not include any components that would displace substantial amounts of existing housing or people.

NO IMPACT

14 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 public services:				
1 Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2 Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3 Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4 Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5 Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The City of Ventura Fire Department (VFD) provides emergency and non-emergency fire, rescue, and protection services, including fire response, emergency medical response, hazardous materials response, and public assistance to the City. Non-emergency services include fire and life safety inspections, building inspections, fire code investigations, code compliance and public education. The City of Ventura Police Department (VPD) provides a variety of law enforcement and community services within City jurisdictional limits.

The Ventura Unified School District (VUSD) provides public education services throughout the City. The VUSD manages 16 elementary schools, four middle schools, three high schools, one continuation high school, Opportunity and Independent Study programs, and an adult education program. Additional education facilities in the City include private schools and institutions of higher learning (City of Ventura, 2005a).

The City's Parks, Recreation, and Community Partnership Department (Parks and Recreation Department) manages park facilities in the City and provides recreation programs for its residents. As identified in the City's 2018-2024 Capital Improvement Plan (2018), the City operates 32 parks and facilities, and oversees nearly 600 acres of parks in the City (City of Ventura 2018). The City has adopted a park acreage standard of 10 acres per 1,000 residents, which is greater than the State's

standard of 3 acres per 1,000 residents (City of Ventura, 2005a). The City's 600 acres of parkland, parks, and recreation facilities, compared to its 2018 population of 111,269 people, results in a ratio of 5.4 acres of parks per 1,000 residents. The City also has in place a park dedication in-lieu fee based on the number of new residential dwelling units, which covers the cost of replacing the City's existing park and recreational amenities per San Buenaventura Municipal Code Section 4.230.040.

- a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the 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?*
- a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*
- a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 other public facilities?*

Although the actions included in the proposed project are intended to positively influence the availability of affordable housing to City residents, the project would not grant additional entitlements for anticipated development beyond that evaluated in the 2025 General Plan EIR. The project would not involve any changes in land use designations or zoning or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. Accordingly, the amount of housing anticipated under the project would remain consistent with the land use designations in the 2005 General Plan, which analyzed and forecasted future residential growth through 2025. The project would not directly result in development of a specific site, or fundamentally change any area within the City. It would therefore not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 public services.

NO IMPACT

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15 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project 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. Does the project 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"/>

Setting

The City's Parks, Recreation, and Community Partnership Department (Parks and Recreation Department) manages park facilities in the City and provides recreation programs for its residents. As identified in the City's 2018-2024 Capital Improvement Plan (2018), the City operates 32 parks and facilities, and oversees nearly 600 acres of parks in the City (City of Ventura 2018). The City has adopted a park acreage standard of 10 acres per 1,000 residents, which is greater than the State's standard of 3 acres per 1,000 residents (City of Ventura, 2005a). The City's 600 acres of parkland, parks, and recreation facilities, compared to its 2018 population of 111,269 people, results in a ratio of 5.4 acres of parks per 1,000 residents. The City also has in place a park dedication in-lieu fee based on the number of new residential dwelling units, which covers the cost of replacing the City's existing park and recreational amenities per San Buenaventura Municipal Code Section 4.230.040.

- a. *Would the project 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?*
- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Although the actions included in the proposed project are intended to positively influence the availability of affordable housing to City residents, the project would not grant additional entitlements for anticipated development beyond that evaluated in the 2025 General Plan EIR. The project would not involve any changes in land use designations or zoning or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar height and density could already occur in accordance with existing land use regulations. Accordingly, the amount of housing anticipated under the project would remain consistent with the land use designations in the 2005 General Plan, which analyzed and forecasted future residential growth through 2025. The project would not directly result in development of a specific site, or

fundamentally change any area within the City. It would therefore not create the need for new or expanded parks or cause an acceleration in the deterioration of existing parks.

NO IMPACT

16 Transportation/Traffic

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*
- b. *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*
- f. *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?*

The City's General Plan is predominantly focused on the intensification and reuse of previously developed areas (infill). The goal of the Our Accessible Community Element of the City's General Plan is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian, and transit opportunities in the City and surrounding region. Policy 4B of this Element is to help reduce dependence on the automobile, and Action 4.16 is to 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.

The proposed project would be consistent with these goals, policies, and actions because it would not would not directly result in development of a specific site, fundamentally change any area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar density could already occur in accordance with existing land use regulations. Although the actions included in the project are intended to positively influence the availability of affordable housing to City residents, the project would not grant additional entitlements for anticipated development beyond that evaluated in the 2005 General Plan EIR. Accordingly, the amount of housing anticipated under the project would remain consistent with the land use designations in the 2005 General Plan, which analyzed and forecasted future residential growth through 2025 (see Section 13, Population and Housing). The project would therefore not increase or redistribute traffic in a way that would conflict with any applicable plans, policies, or ordinances relating to the performance of the circulation system, and there would be no impact.

NO IMPACT

- c. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

As discussed in Section 8, Hazards and Hazardous Materials, no Airport Land Use Plans or designated approach or runway clear zones overlay the City. Therefore, the project would not result in aviation related safety risks or result in a change in air traffic patterns, and there would be no impact.

NO IMPACT

- d. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

e. Would the project result in inadequate emergency access?

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. The project would therefore not materially affect the physical environment. All applicable City policies and review processes related to hazards and emergency access (as described in Section 8, Hazards and Hazardous Materials) would continue to apply to future development carried out subsequent to adoption of the project. The project would therefore not increase hazards due to a design feature or incompatible use, or result in emergency access, and there would be no impact.

NO IMPACT

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17 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 a 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 2024.1. 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. 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
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. 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 proposed 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.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 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)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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 2024.1?*

On November 8, 2018, the City sent AB 52 consultation letters to tribal contacts on a City-maintained list of tribal contacts that have requested consultation for projects subject to AB 52. The City requested a response within 30 days of receipt, as specified by AB 52. Copies of these consultation request letters are included in Appendix A.

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. It would therefore not materially affect the physical environment. As discussed in Section 10, Land Use and Planning and Section 13, Population and Housing, the project is also fully consistent with the City’s General Plan. The City of Ventura’s 2005 General Plan outlines appropriate policies and actions in relation to Native American resources to ensure that potential impacts to these resources during excavation work are less than significant (City of Ventura 2005b). For example, Policy 9D is to ensure proper treatment of archeological and historic resources. Actions under Policy 9D include, among others, requiring archaeological assessments where cultural resources are likely to be located (Action 9.14); and requiring coordination with the Ventura County Archaeological Society and local Native American organizations, as appropriate, when archaeological resources are discovered (Action 9.15);

These and other applicable City policies and review processes related to tribal cultural resources, as well as all other applicable regulations relating to tribal cultural resources, would continue to apply to future development carried out subsequent to adoption of the project.

NO IMPACT

18 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. 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"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Water

As stated in the City's 2015 Urban Water Management Plan (2015 UWMP), the City's water system is a geographically complex system of 16 pressure zones, 10 active wells, 21 booster stations, approximately 380 miles of pipelines ranging from 4-inches to 36-inches in diameter, and a total storage capacity of approximately 52 million gallons (MG) in 32 tanks and reservoirs. The City operates three purification facilities, including one membrane filtration treatment plant for surface water sources on the west side of the City and two iron/manganese removal treatment plants for groundwater sources on the east side. The City also maintains and operates the Ventura Water Reclamation Facility. Five distinct sources provide surface and groundwater to the City supply system.

- Casitas Municipal Water District
- Ventura River surface water intake, subsurface water and wells (Foster Park)
- Mound Groundwater Basin
- Oxnard Plain Groundwater Basin (Fox Canyon Aquifer)
- Santa Paula Groundwater Basin

The City also holds a State Water Project entitlement of 10,000 Acre-feet per year (AFY).

The UWMP is required by the California State Water code. The UWMP is a long-term planning tool that provides water purveyors and their customers a broad perspective on water supply issues over a 20 to 25 year period. The UWMP is also a management tool, providing the framework for action, but does not function as a detailed project development plan.

In addition to the UWMP, in 2013 the City Council directed the Ventura Water Department and the Community Development Department to work together to develop a short term balance of water supply and estimated demands, the result of this collaboration is the annual Comprehensive Water Resource Report (CWRR) completed each year by Ventura Water. The CWRR focuses on a short timeframe and on near-term demand changes as well as long-term projection of demand and supply. The CWRR estimates demands from approved projects whereas the UWMP estimates demands from population projections.

The final 2018 CWRR prepared by Ventura Water and dated May 24, 2018 provides the most current information regarding the City's water supply. That report indicates that 2018, 2019, and 2020 drought water supplies are less than the projected water demand for those years, indicating that if the continued drought condition persists, the City's customers will need to conserve and comply with the Stage 3 water shortage event conservation measures. However, normal (non-drought) forecast water supplies would meet forecast demand for the years 2025 through 2030. Table 1 compares forecast citywide water demand through 2030 to anticipated supplies.

Table 1
Summary of Water Supply and Demand

	2018 Drought (AFY)	2019 Drought (AFY)	2020 Drought (AFY)	2020 Normal (AFY)	2030 Normal (AFY)
Supply	15,321	13,030 -14,889	13,992 – 15,851	18,681 – 23,593	21,778 – 28,207
Demand*	16,676	16,837	16,998	16,998	18,293
Available Supply	(1,355)	(3,807) – (1,948)	(3,006) – (1,147)	1,683 – 6,595	3,485 – 9,914

**Demand equals baseline 10 year average (16,515 AF) plus the estimated demand from 350 units built annually from the approved projects list for future years fully vested in 2026 and using a 0.54% growth rate to 2030 (Table 3-8 & 6-1). Assumes a new supply source (VenturaWaterPure) starting in 2025.*

Source: Ventura Water, 2018 Comprehensive Water Resources Report, FINAL Report, May 24, 2018.

Wastewater

The Ventura Water Reclamation Facility (VWRF) is permitted to receive, and has a design capacity of, 14 million gallons per day (MGD), and discharges up to 9 MGD (based on an annual average) to the Santa Clara River Estuary. The VWRF is currently discharging less than an annual average of 9 MGD. The City's NPDES permit, issued by the Regional Water Quality Control Board for the VWRF, indicates that once the average daily dry-weather flow equals or exceeds 75 percent of the Plant's design capacity (or 10.5 MGD, which is 75 percent of the design capacity of 14 MGD) then a report must be submitted outlining the steps needed to provide for additional capacity for water treatment. Plant flows are closely monitored due to the permit requirements to consider expansion when at 75 percent capacity.

The VWRF provides wastewater collection and treatment services for approximately 98 percent of City residences as well as McGrath State Beach Park and the North Coast Communities (County Service Area No. 29). In February 2016 the City took over sewer service for the formerly unincorporated Montalvo community serviced by the Montalvo Community Services District. The VWRF produces recycled water that is treated to tertiary Title 22 standards through tertiary filtration and disinfection. Currently approximately 7 percent of the treated effluent is reused as recycled water; the rest is discharged to the Santa Clara River Estuary.

The City's wastewater collection system consists of approximately 290 miles of gravity sewers ranging in size from 4 to 42 inches, approximately 10 miles of force mains, 11 wastewater lift station, and the VWRF, a tertiary treatment plant. In addition, the City has taken over 7.5 miles of sewer mains formerly owned by the Montalvo Community Services District. The collection system conveys flows generally from east to west and north to south, culminating at the VWRF for treatment.

Stormwater

The City of Ventura works collaboratively with the Ventura County Watershed Protection District, the County of Ventura, and other cities throughout the county to meet clean water regulations under the Countywide Stormwater Program. Each of these public entities operates separate municipal storm drain systems and discharge stormwater under the Ventura Countywide Stormwater NPDES permit.

Solid Waste

The Office of Environmental Sustainability within the City of Ventura Public Works Department manages the collection and disposal of solid waste within the City. Waste is sorted at the Gold Coast Material Recovery Facility and Transfer Station, and what cannot be recycled is then sent to landfills. The majority of waste sent to landfill is sent to the Toland Road Landfill, which is managed by the Ventura Regional Sanitation District. Toland Road Landfill has a maximum permitted throughput of 1,500 tons per day and a maximum capacity of 30 million cubic yards (CalRecycle 2018). Current throughput at this landfill is about 1,400-1,500 tons per day so the Ventura County Sanitation District is currently seeking to increase the permitted daily throughput to 1,800 tons per day. Waste can also be sent to the Simi Valley Landfill, managed by Waste Management. These are both permitted non-hazardous waste landfills and are able to handle increased waste capacities if needed (Ventura, City of 2005a).

One of the primary functions of the VWRf is the separation of solids from the wastewater stream. The City's VWRf treats wastewater and produces roughly 9,785 tons annually of biosolids from its anaerobic digestion process. These biosolids are dewatered to the greatest extent possible before being hauled to the Toland Road Landfill for disposal. The City has an existing contract with Ventura Regional Sanitation District (VRSD) for biosolids disposal. The City was informed in May 2018 by VRSD that they will no longer be entering into agreements with the City nor other agencies to dispose of biosolids at the Toland Road Landfill. The City's current agreement with VRSD expired on December 31, 2018. The City, on December 3, 2018, executed a General Services Agreement with Liberty Composting, Inc. to haul, process, and repurpose these biosolids into compost for up to five fiscal years, initial term of December 4, 2018 - June 30, 2020, with option to extend for three one-year terms.

- a. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- e. *Would the project 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?*

The VWRf is currently discharging less than 9 MGD. The City's NPDES permit, issued by the Regional Water Quality Control Board for the VWRf, indicates that once the average daily dry-weather flow equals or exceeds 75 percent of the Plant's design capacity of 14 MGD then a report must be submitted outlining the steps needed to provide for additional capacity for water treatment. Plant flows are closely monitored due to the permit requirements to consider expansion when at 75 percent capacity.

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment. Because the project would not materially affect the physical environment, it would not produce wastewater flows that would add to the VWRf's current 10-year average (2007-2017) influent flow of 8.26 MGD, which in turn does not exceed the existing VWRf design capacity of 14 MGD, 75 percent of its design capacity (10.5 MGD), or its current annual

average of less than 9 MGD. Therefore, the project would have no impact on the City's wastewater treatment requirements.

NO IMPACT

- b. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Policy 5B of the City's 2005 General Plan is to improve services in ways that respect and even benefit the environment. Actions 5.6 and 5.7 help implement this policy. Action 5.6 is to require project proponents to conduct sewer collection system analysis to determine if downstream facilities are adequate to handle the proposed development. Action 5.7 is to require project proponents to conduct evaluations of the existing water distribution system, pump station and storage requirements for proposed developments in order to determine if there are any system deficiencies or needed improvements for the proposed development.

The proposed project would be consistent with these policies and actions because it would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment.

Because the project would generate no additional wastewater flows, is fully consistent with the City's General Plan, and projects carried out subsequent to adoption of the project would be subject to the General Plan requirements relating to wastewater discussed above, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, and there would be no impact.

NO IMPACT

- c. *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

All new development would be subject to current NPDES requirements, which limit post-project peak runoff to pre-project levels. Additionally, General Plan Actions 5.14 and 5.15 were developed to ensure that any deficiencies in the existing stormwater infrastructure are remedied through the development of a financing program for replacing failing storm drain pipes and establishing assessment districts or other mechanisms to address storm drain deficiencies in areas where new development is anticipated and deficiencies exist.

Action 5.14 – Develop a financial program for the replacement of failing corrugated metal storm drain pipes in the City.

Action 5.15 – Establish assessment districts or other financial mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist.

The proposed project would be consistent with these policies and actions because it would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it

would facilitate affordable housing in areas where housing of similar density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment or substantially alter existing drainage patterns or lead to increased stormwater runoff.

For the reasons discussed above, the project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, and there would be no impact.

NO IMPACT

- d. *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment, increase water demand, or have any impact on the water supply and demand situation discussed under the Existing Setting section above.

The City is implementing a Water Rights Dedication and Water Resource Net Zero Policy per Municipal Code Chapter 22.180. The project is subject to compliance with the policy, which includes implementation of conservation offsets, dedication of water rights, and/or payment of a Water Resource Net Zero Fee to offset new or increased water demand. Development carried out subsequent to adoption of the project that would be subject to the Net Zero Ordinance (Ventura Water, August 2018).

For all the reasons discussed above, sufficient water supplies would be available to serve the project from existing entitlements and resources, the project would not create the need for new or expanded water supplies, and there would be no impact.

NO IMPACT

- f. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*
- g. *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

As discussed in the Solid Waste portion of the Existing Setting section, Toland Road Landfill is currently accepting up to about its currently permitted daily solid waste throughput of 1,500 tons, but the Sanitation District is seeking to increase the permitted daily throughput to 1,800 tons per day. Additionally, the City, on December 3, 2018, executed a General Services Agreement with Liberty Composting, Inc. to haul, process, and repurpose these biosolids into compost for up to five fiscal years, initial term of December 4, 2018 - June 30, 2020, with option to extend for three one-year terms. This would divert some or all of the roughly 9,785 tons annually of biosolids produced from the VWRP's anaerobic digestion process from the Toland Road Landfill. If all 9,785 annual tons of biosolids were diverted from the Toland Road Landfill, it would reduce the City's contribution to this landfill by 26.8 tons per day.

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar

density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment, and would thus not increase generation of solid waste. Development carried out subsequent to the project would not generate solid waste beyond the 84 tons per day that the 2005 General Plan EIR forecast would be sent to area landfills by 2025, and there would be no impact.

NO IMPACT

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19 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*
- 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)?*
- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project would not directly result in development of a specific site, fundamentally change an area within the City, or involve any revisions to land use designation, zoning, or allowed density of any parcel. Rather, it would facilitate affordable housing in areas where housing of similar density could already occur in accordance with existing land use regulations. It would therefore not materially affect the physical environment. Therefore, as discussed throughout this Initial Study, the project would not have substantial adverse effects on fish or wildlife, have cumulatively considerable effects, or have any substantial adverse effects on human beings, and there would be no impact.

NO IMPACT

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List of Preparers

Rincon Consultants, Inc. prepared this IS-ND under contract to the City of San Buenaventura (Ventura). Persons involved in data gathering analysis, project management, and quality control are listed below.

RINCON CONSULTANTS, INC.

Joe Power, AICP, Principal

Greg Martin, AICP, Senior Planner/Project Manager

Allysen Valencia, GIS Analyst

Appendix A

AB 52 Consultation Request Letters



November 8, 2018

Julie Lynn Tumamait-Stenslie, Chairperson
Barbareño/Ventureño Band of Mission Indians
365 North Poli Street
Ojai, California 93023

RE: Assembly Bill 52 Consultation for the Inclusionary Housing and Affordable Housing Program Amendments,
City of Ventura, Ventura County, California

Dear Chairperson Tumamait-Stenslie:

The City of Ventura (City) is preparing environmental documentation for the proposed Inclusionary Housing and Affordable Housing Program Amendments (project). The project includes changes to the City's Municipal Code that will impact affordable housing development ordinances in Ventura. These amendments would provide more flexibility as well as clearer selection criteria to ensure that income-restricted and market-rate units are indistinguishable and feasible. The proposed project encompasses all lands within the boundary of the City (see attached Project Location Map).

It should be noted that no development is being proposed as part of the project. Further, the implementation of these ordinance changes will not exempt future projects from evaluation under the California Environmental Quality Act (CEQA).

The proposed project is subject to the requirements of CEQA, and thus must comply with California Public Resources Code § 21080.3.1, or Assembly Bill (AB) 52 of 2014, which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified about projects in the geographic area with which the tribe is traditionally and culturally affiliated.

The input of the Barbareño/Ventureño Band of Mission Indians is important to the City of Ventura's planning process. Under AB 52, you have 30 days from receipt of this letter to respond if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at (805) 654-7893 or via e-mail at jbuckingham@cityofventura.ca.gov. Thank you for your assistance.

Sincerely,

Jennie A. Buckingham, Senior Planner
City of Ventura
501 Poli Street
Ventura, California 93002

Attached: Project Location Map



November 8, 2018

Mia Lopez
Coastal Band of the Chumash Nation
24 S Voluntario Street
Santa Barbara, California 93101

RE: Assembly Bill 52 Consultation for the Inclusionary Housing and Affordable Housing Program Amendments,
City of Ventura, Ventura County, California

Dear Ms. Lopez:

The City of Ventura (City) is preparing environmental documentation for the proposed Inclusionary Housing and Affordable Housing Program Amendments (project). The project includes changes to the City's Municipal Code that will impact affordable housing development ordinances in Ventura. These amendments would provide more flexibility as well as clearer selection criteria to ensure that income-restricted and market-rate units are indistinguishable and feasible. The proposed project encompasses all lands within the boundary of the City (see attached Project Location Map).

It should be noted that no development is being proposed as part of the project. Further, the implementation of these ordinance changes will not exempt future projects from evaluation under the California Environmental Quality Act (CEQA).

The proposed project is subject to the requirements of CEQA, and thus must comply with California Public Resources Code § 21080.3.1, or Assembly Bill (AB) 52 of 2014, which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified about projects in the geographic area with which the tribe is traditionally and culturally affiliated.

The input of the Coastal Band of the Chumash Nation is important to the City of Ventura's planning process. Under AB 52, you have 30 days from receipt of this letter to respond if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at (805) 654-7893 or via e-mail at jbuckingham@cityofventura.ca.gov. Thank you for your assistance.

Sincerely,


Jennie A. Buckingham, Senior Planner
City of Ventura
501 Poli Street
Ventura, California 93002

Attached: Project Location Map



November 8, 2018

Kenneth Kahn, Chairperson
Santa Ynez Band of Chumash Indians
PO Box 517
Santa Ynez, California 93460

RE: Assembly Bill 52 Consultation for the Inclusionary Housing and Affordable Housing Program Amendments,
City of Ventura, Ventura County, California

Dear Chairperson Kahn:

The City of Ventura (City) is preparing environmental documentation for the proposed Inclusionary Housing and Affordable Housing Program Amendments (project). The project includes changes to the City's Municipal Code that will impact affordable housing development ordinances in Ventura. These amendments would provide more flexibility as well as clearer selection criteria to ensure that income-restricted and market-rate units are indistinguishable and feasible. The proposed project encompasses all lands within the boundary of the City (see attached Project Location Map).

It should be noted that no development is being proposed as part of the project. Further, the implementation of these ordinance changes will not exempt future projects from evaluation under the California Environmental Quality Act (CEQA).

The proposed project is subject to the requirements of CEQA, and thus must comply with California Public Resources Code § 21080.3.1, or Assembly Bill (AB) 52 of 2014, which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified about projects in the geographic area with which the tribe is traditionally and culturally affiliated.

The input of the Santa Ynez Band of Chumash Indians is important to the City of Ventura's planning process. Under AB 52, you have 30 days from receipt of this letter to respond if you wish you consult on the proposed project. If you require any additional information or have any questions, please contact me at (805) 654-7893 or via e-mail at jbuckingham@cityofventura.ca.gov. Thank you for your assistance.

Sincerely,

Jennie A. Buckingham, Senior Planner
City of Ventura
501 Poli Street
Ventura, California 93002

Attached: Project Location Map

