



3550 East Main Street Starbucks

Draft Initial Study – Mitigated Negative Declaration

prepared by

City of Ventura

501 Poli Street

Ventura, California 93002

Contact: Maruja Clensay, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.

180 North Ashwood Avenue

Ventura, California 93003

January 2020



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Initial Study

1. Project Title

3550 East Main Street Starbucks

2. Lead Agency Name and Address

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

3. Contact Person and Phone Number

Maruja Clensay, Senior Planner
805-658-4749

4. Project Location

The 43,618 square foot (approximately 1-acre), commercially zoned project site is located at 3550 Main Street in the City of Ventura in Ventura County, California. The project site's Assessor Parcel Number (APN) is 075-0-224-085. The portion of the project site that is being leased to the applicant (the leased area) is approximately 23,795 square feet (0.55 acres), or approximately 55% of the total project site.

Figure 1 shows the location of the project site in the region and Figure 2 shows the project site in its neighborhood context. The site is on the south side of East Main Street and east side of Mills Road. The site has historically been and continues to be occupied by commercial uses. Arby's restaurant operated on the project site for over 40 years, but it recently moved, leaving the one-story, 2,600 square foot building it previously occupied vacant. A strip commercial building is located on the same parcel as the project site, southwest of the former Arby's building and is not part of the project. The gas station on the corner of Mills Road and East Main Street is the only other occupant of the commercial center, but it is located on a separate parcel (APN 075-0-224-075) and is not part of the project site. Access to the site is currently available via access easement from East Main Street and Mills Road via private driveway.

Photographs of existing conditions on the project site are shown in Figure 3. Photos of existing conditions in the project vicinity are shown in Figure 4.

Figure 1 Regional Location



★ Project Location

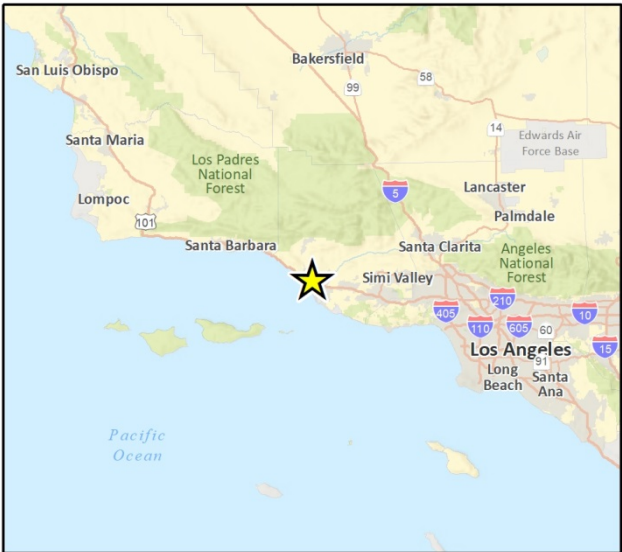


Fig 1 Regional Location

Figure 2 Project Location



Figure 3 Site Photos



View of the former Arby's restaurant on the project site. Photo taken from the project site, looking east.



View of the former Arby's restaurant on the project site and the off-site gas station on South Mills Road. Photo taken from the project site, looking west.

Figure 4 Photos of Surrounding Uses



View of East Main Street. Photo taken from the sidewalk on the north side of East Main Street just west of its intersection with Mills Road, looking southeast.



View of Tradewinds Apartments, with the Ford of Ventura auto dealership and service property to right. Photo taken from project site, looking south.

5. Project Sponsor's Name and Address

Applicant: Valerio Architects
5858 Wilshire Blvd. #200
Los Angeles, CA 90036

6. General Plan Designation

Commerce

7. Zoning

C-2, General Commercial

8. Description of Project

The proposed project would involve demolishing and removing the former 2,611 square foot (sf) Arby's fast-food restaurant building located in the northeastern half of the project site and constructing a Starbucks Coffee Shop with a drive-through lane in its place. As shown in Figure 5 and Figure 6, the proposed project consists of a new 1,670 sf building, a 1,357 sf outdoor patio area, and a drive-through lane with queuing storage for 11 vehicles. Project construction would require a total of 23,795 square feet of disturbance almost completely within the leased portion of the project site. Table 1 provides a summary of the project components, which are described further below. Table 2 provides a summary of the square footage and percentage of total lot area that would be occupied by buildings, paved areas, and landscaping after construction of the proposed project, as well as the same statistics for the total area of construction disturbance.

The project would be consistent with the project site's current General Plan land use designation of Commerce and zoning designation of C-2, General Commercial. The project would require Formal Design Review and a Use Permit to operate the drive-thru component from the City of Ventura.

Table 1 Project Components

Component	Unit/Total
Building Area	
Building	1,670 sf
Patio	1,357
Building Height	19'3" A.F.F. ¹
Parking	
Standard	35 Spaces
Compact	5 Spaces
Accessible	4 Spaces
Bicycle	3 Spaces
¹ A.F.F. = above finished floor	

Table 2 Project Site Summary, with Project

Type	Square Footage (sf)	Percent
Building Coverage	9,864	23%
Paved area	26,384	60%
Landscape area	7,370	17%
Total Lot Area	43,618	100%
Area Disturbed by Project Construction	23,795	55%

Building Characteristics

As shown in the building elevations provided in Figure 7 and Figure 8, the building's architecture is a Contemporary Modern style using powder-coat metal panels and awnings, a gray ("Barn Swallow") smooth concrete façade, and a reclaimed white oak base that wraps around the east and west elevations. The architecture breaks up the massing of the building by having two different roof lines. The building is oriented towards the parking area and backs up to Highway 101. An outdoor patio space is proposed in front of the building adjacent to the parking lot.

Landscaping

Proposed landscaping includes a variety of low- and medium-use water plants. Prominent species include New Zealand Christmas Tree, Marina Tree, Majestic Beauty Tree, Lavender Trumpet Vine, Pink Dawn Tree, Bottle Tree, Western Redbud Tree, and California Wild Rose Vine.

As shown in the Water Quality Control Plan in Figure 9, a 408-sf bioretention trench with underdrain is proposed in the southern part of the project site.

Construction

Project construction is expected to occur in 2020-2021 and is assumed to last seven months based on construction modeling using the California Emissions Estimator Model (v. 2016.3.2). Project construction would include demolition, site preparation, grading, building construction, paving, and architectural coating phases. The project would require 109 cubic yards of cut and 181 cubic yards of fill, resulting in an import total of 72 cubic yards. The final grading quantities will be confirmed during plan check.

Parking, Circulation and Site Access

Regional access to the project site is provided by the U.S-101 Freeway at the project site and the SR-126 Freeway approximately 0.2 miles to the east. The north-south roadway of Mills Road and the east-west roadway of East Main Street provide local circulation. A drive-through would wrap around the proposed building with the entrance located at the southeast corner of the parking lot and the exit located at the northeast corner of the parking lot. Vehicles would enter the project site via an on-site driveway on South Mills Road and (via an access easement) a driveway on the adjacent gas station property on East Main Street and proceed to the drive-through lane for customer service.

Pedestrians would access the project site at crosswalks from Main Street and Mills Road. These crosswalks would connect to walkways on the project site. Each walkway would be approximately five feet wide. Distinct pavers and a speed bump are proposed where the on-site walkway would cross the drive-through lane.

The proposed project would provide a total of 44 parking spaces. A bike rack with three bicycle parking spaces is required for the project, which would be provided via new bike racks adjacent to the patio seating.

Utilities

Water and sewer service would be provided to the project site by Ventura Water. Electricity would be provided by Southern California Edison and gas would be provided by Southern California Gas Company.

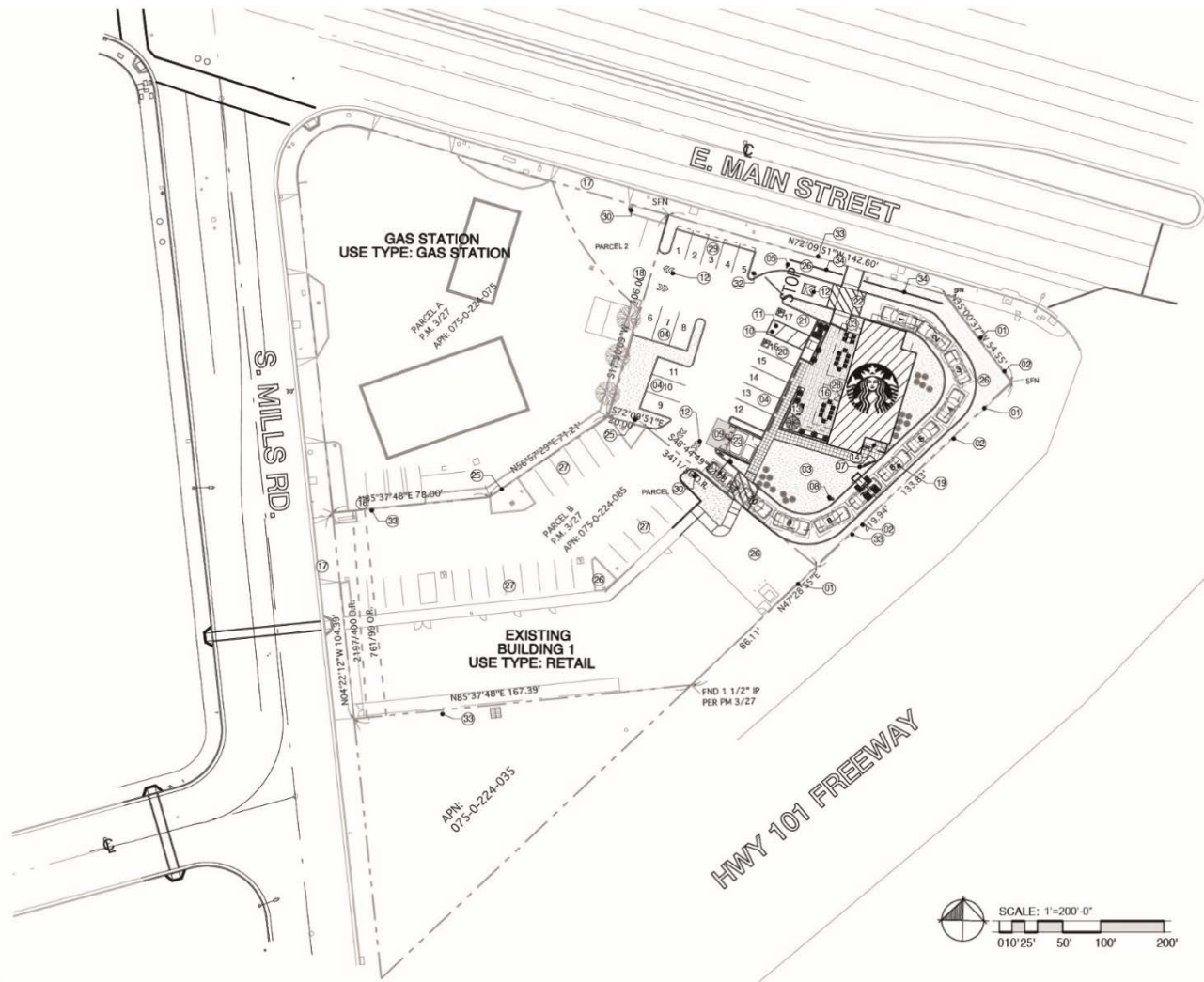
9. Surrounding Land Uses and Setting

The project site is located in an area characterized primarily by commercial uses. A gas station, including a tire shop and convenience store, borders the project site on its northwest side. The strip commercial building in the southeast part of the project site (but outside of the project's leased area), includes an ATM, a Circle K convenience store, and a loan agency. The project site is bordered to the south by a vacant lot across from the intersection of Mills Road and Preble Avenue, and to the southeast by the 101 freeway on-ramp. The Tradewinds Apartments are located to the southwest of the project site across the intersection of Mills Road and Preble Avenue, and the Ford of Ventura auto dealership and service property is located directly across Mills Road to the west of the project site. The Main & Mills bus stop is located on the East Main Street side of the project site. The northern side of the project site is bordered by the approximately 100-foot-wide right of way of East Main Street, and beyond that a shopping center anchored by Lowes Home Improvement. The Union Bank building at the corner of Mills Road and Main Street and the Lowe's Home Improvement building to its east, both north of the project site across Main Street, are the buildings in this shopping center closest to the project site. Photos of surrounding land uses are shown in Figure 4.

10. Other Public Agencies Whose Approval is Required

The City of Ventura is the lead agency for this project and no approvals are required from any other agency.

Figure 5 Site Plan



PROJECT SUMMARY TABLE
ASSESSOR'S PARCEL NUMBER: 075-0-224-085

ZONE:	C2
LOT SIZE:	43,618 S.F.
BUILDING AREA:	1,670 S.F. PATIO 1,357 S.F.
FLOOR AREA RATIO:	0.04
TYPE OF USE:	RESTAURANT
BUILDING HEIGHT:	±19'3" A.F.F.
CONSTRUCTION TYPE:	V-B

SUMMARY TABLE	FT	ACRES	%
TOTAL LAND AREA:	43,618	1	
BUILDING COVERAGE:	9,964	0.23	0.23
PAVED AREA:	26,384	0.6	0.6
LANDSCAPE AREA:	7,370	0.17	0.17

PARKING

REQUIRED:	44
STARBUCKS:	1,670/100 = 16.7
BUILDING 1:	8,194/300 = 27.3
PROPOSED NUMBER OF SPACES:	44
NUMBER OF STANDARD:	35
NUMBER OF COMPACT:	5
NUMBER OF ACCESSIBLE:	4
BICYCLE PARKING:	3

- KEYNOTES**
- 01 (E) BLOCK WALL W/ RAILING, VARYING IN HEIGHT ±1'-36"-72"
 - 02 (E) CHAINLINK FENCE, ±1'-6'-0"
 - 03 (N) LANDSCAPING AREAS, PLANTERS AND TREES
 - 04 (N) PARKING STALLS - MAX GRADE OF 5% IN ANY DIRECTION
 - 05 (N) DIT DIRECTIONAL SIGN - EXIT ONLY
 - 06 NOT USED
 - 07 (N) 5 PANEL MENU BOARD
 - 08 (N) PRE-MENU BOARD
 - 09 (N) DIT CLEARANCE BAR
 - 10 (N) PARKING STRIPING (2" W LINES, 6" APART)
 - 11 (N) "NO PARKING" LETTERS - 12" H
 - 12 (N) WAYFINDING/PAVEMENT ARROWS AND MARKINGS
 - 13 (N) PATIO AREA W/ FURNITURE AND UMBRELLAS
 - 14 (N) ELECTRICAL SWITCHGEAR
 - 15 (N) DIRECTIONAL SIGN - ENTER ONLY
 - 16 (N) PATH OF TRAVEL TO PUBLIC RIGHT-OF-WAY
 - 17 (E) DRIVEWAY
 - 18 (E) ACCESS TO ADJACENT PROPERTY/EASEMENT
 - 19 (N) DRIVE-THRU LANE
 - 20 (N) ACCESSIBLE PARKING
 - 21 (N) VAN-ACCESSIBLE PARKING
 - 22 (N) PEDESTRIAN ACCESSIBLE WALKWAY, SPEED BUMP AT CROSSWAY AT 2% MAX. SLOPE
 - 23 (N) TRASH ENCLOSURE FOR STARBUCKS
 - 24 (N) TRASH ENCLOSURE FOR BUILDING 1
 - 25 (E) SITE POLE LIGHTS
 - 26 (E) LANDSCAPE PLANTER AREA
 - 27 (E) PARKING STALLS
 - 28 (N) BIKE RACKS
 - 29 (N) COMPACT SPACES
 - 30 (N) DIRECTIONAL SIGN
 - 31 NOT USED
 - 32 (N) STOP SIGN AND PAVEMENT MARKING
 - 33 PROPERTY LINE
 - 34 (N) 48" MIN. HIGH WALL



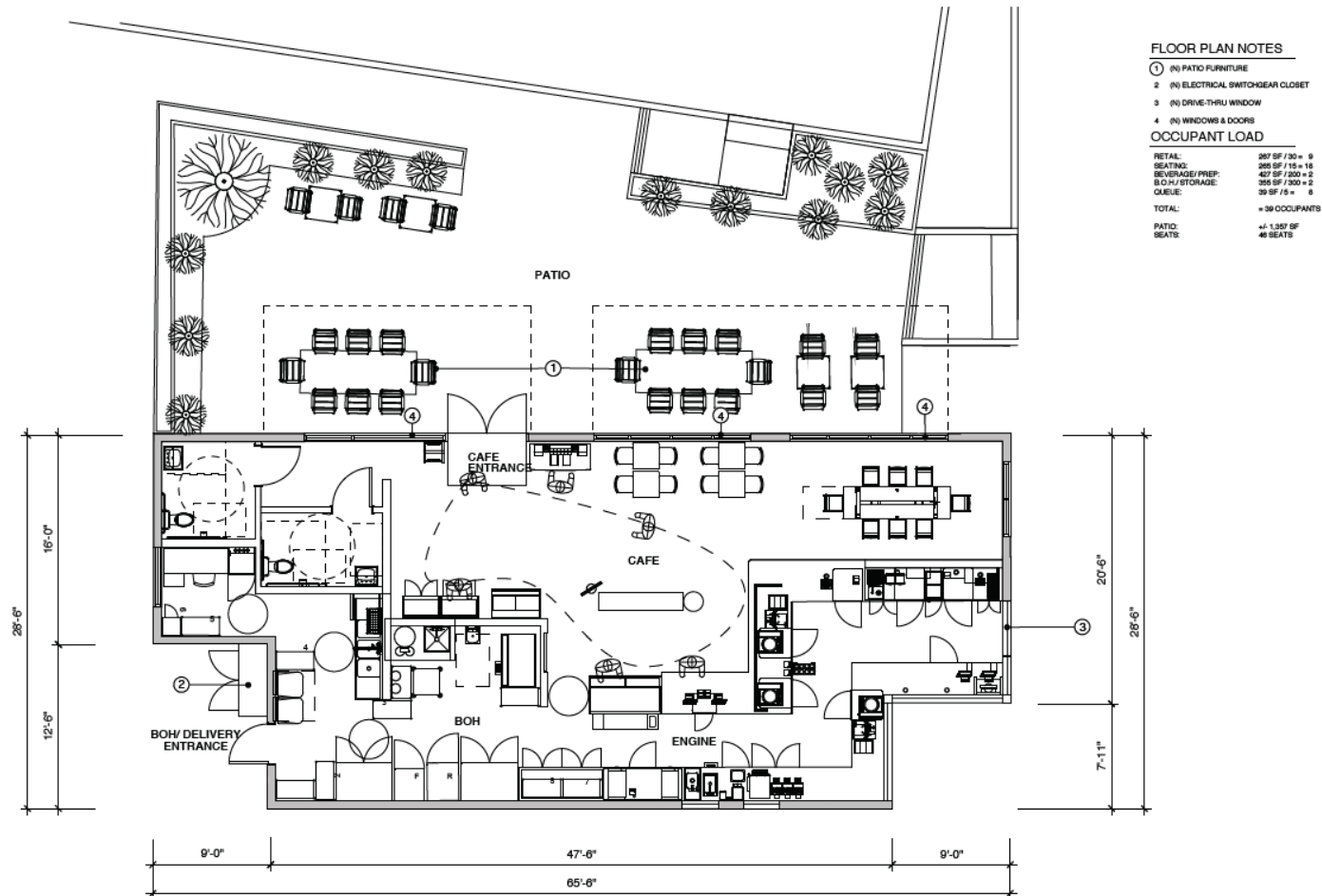
FORMAL DESIGN PACKAGE

CORE CPN# 73762-001 MAIN AND MILLS 08-12-19
VALERIO ARCHITECTS, INC. 5858 WILSHIRE BLVD., SUITE 200 LOS ANGELES, CA 90036 323.954.8996 CA LICENSE: C24228

PROPOSED SITE PLAN | 7

Project Manager: Jose Larocca **valerio** architecture and interiors

Figure 6 Floor Plan



FORMAL DESIGN PACKAGE

CORE CPN# 73762-001 MAIN AND MILLS 06-17-19
VALERIO ARCHITECTS, INC. 5858 WILSHIRE BLVD., SUITE 200 LOS ANGELES, CA 90036 323.954.8996 CA LICENSE: C24228

PROPOSED FLOOR PLAN | 9

Project Manager: Jose Larocca

valerio

architecture
and interiors

Figure 7 East and West Elevations



Figure 8 North and South Elevations



FORMAL DESIGN PACKAGE

CORE CPN# 73762-001 MAIN AND MILLS 06-17-10
VALERIO ARCHITECTS, INC. 5858 WILSHIRE BLVD., SUITE 200 LOS ANGELES, CA 90036 323.954.8996 CA LICENSE: C24228

PROPOSED ELEVATIONS | 11

Project Manager: Jose Larocca



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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.

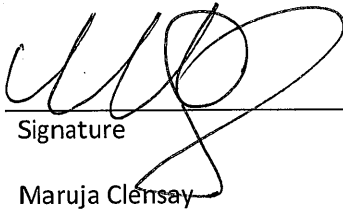
- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/>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

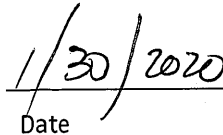
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Maruja Clensay

Printed Name



Date

Senior Planner

Title

Environmental Checklist

1	Aesthetics			
	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input 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. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site and its immediate surroundings consist mostly of low-rise commercial development. The project site is occupied by two one-story commercial buildings: the former Arby's restaurant and a strip commercial building. The project site is bordered to the south by a vacant lot across from the intersection of Mills Road and Preble Avenue, and to the southeast by the 101 freeway on-ramp. The 101 freeway is elevated in this location, and therefore blocks views to the south from the site and surrounding area. A two-story apartment building is located approximately 600 feet southwest of the project site. Surface parking lots and one-story buildings associated with an auto dealership and service property are located directly across Mills Road to the west of the project site, and two gas stations are located northwest of the project site on either side of Mills Road south of its intersection with East Main Street. Surface parking lots and one-story commercial buildings in the shopping centers to the north and northwest are visible from the project site, as are partial views of some of the taller buildings in the Pacific View Mall. Foreground views from the project site are dominated by views of roadways: Mills Road, East Main Street, and the ramps and mainline of the 101 and 126 freeways. Partially obscured views of the hillsides to the north of Ventura are also available from parts of the project site.

The project site does not contain any scenic resources such as natural habitats or rock outcroppings, nor is it in proximity to any such resources. The project site is not on or near any site listed in the National Register of Historic Places, California State Historical Landmarks, or California Historical Resources or Points of Interest and does not contain any key local historical or cultural sites designated by the City of Ventura (California State Parks 2019; City of Ventura 2005a). Figure 3 and Figure 4 show photographs of existing conditions on the project and in the surrounding area.

The project site is in a well-lit urban area. Primary sources of nighttime light in the area include lighting associated with existing commercial and residential development, streetlights along East Main Street and South Mills Road, and headlights from vehicles on the streets. The primary source of daytime glare in the area is the sun's reflection from metallic and glass surfaces on vehicles, both driving and parked, on and around the site.

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

A significant impact would occur if the proposed project would introduce incompatible visual elements within a field of view containing a scenic vista or substantially block views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

The City of Ventura's General Plan (2005a) identifies beaches, ocean views, hillsides, barrancas, and rivers as part of the scenic backdrop of the City. The 2005 City of Ventura General Plan EIR (2005 General Plan EIR) also identifies agricultural land and windrows as scenic resources (City of Ventura 2005b). The project is not located near coastal or water features. Hillsides are visible from the project site to the north and northwest of the project site; however, these views are largely obscured by existing commercial development to the north of the project site and landscaping located north and northwest of the project site across East Main Street. The proposed project would be similar to the existing commercial building on the project site in terms of height, massing, and location and, therefore, would not block views of any panoramic scenic vistas compared to existing conditions. Further, the project would not substantially alter or block views from public view corridors, the U.S. 101 scenic corridor, or the Main Street scenic corridor, as discussed under checklist item (b) below. Lastly, the project site does not contain focal scenic vistas and pedestrian views of the proposed project would be similar in nature to those of existing development on the site. Therefore, because there are no panoramic or focal views surrounding the site and the project would be similar in character to the surrounding uses, no impacts to scenic vistas would occur.

NO IMPACT

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

The project site is located in an urban area immediately surrounded by commercial development and the U.S. 101 corridor. The project site does not contain any scenic resources such as natural habitats or rock outcroppings, nor is it in proximity to any such resources. The project site is not on or near any site listed in the National Register of Historic Places, California State Historical Landmarks, or California Historical Resources or Points of Interest and does not contain any key local historical or cultural sites designated by the City of Ventura (California State Parks 2019; City of Ventura 2005a). The proposed project would involve removal of two mature, ornamental trees on-site, but also planting of six chitalpa trees, ten bottle trees, and ten western redbud trees as well as a variety of background shrubs and grasses, including toyon, Shaw's agave, green carpet manzanita,

new gold lantana, coffeeberry, dee grass, and California wild rose. Although the project would involve removal of one building and three trees, none of these are designated as historic or scenic resources, and the project site is not visible from or in proximity to a designated state scenic highway (California Department of Transportation 2017).¹ Therefore, no impact related to scenic resources within a state scenic highway would occur.

Policy 4D of the City's General Plan identifies U.S. 101 and Main Street as scenic routes, and Action 4.36 requires development, including noise mitigation and landscaping, to respect and preserve views of the community and its natural context. Action 4.39 of the General Plan also sets a goal of maintaining street trees along this thoroughfare. The proposed project would involve demolition of the existing one-story commercial building and construction of a similar one-story commercial building with a drive-through lane on-site. The project would also include removal of the existing double sign poles that previously held Arby's double-faced illuminated sign. The proposed project would be visually similar to existing on-site and surrounding commercial development located along Main Street and the U.S. 101 at this location and would not substantially alter views of the community or its natural context. Therefore, no impact related to scenic resources would occur.

NO IMPACT

- c. *If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site has a General Plan land use designation of Commerce and is zoned C-2, General Commercial. The proposed project would involve constructing a Starbucks Coffee Shop with a drive-through lane, which is compatible with the project site's zoning and General Plan land use designation. The project applicant would be required to adhere to applicable architectural and design review standards for new developments in the C-2 zone as well as applicable signage standards included in the City's Municipal Code (24V.211). The project would not conflict with applicable zoning or other regulations governing scenic quality.

For informational purposes, the following analysis discusses the project's impact on the visual character of the site and the surrounding area. The project site currently contains a one-story vacant commercial building and six mature ornamental trees. The proposed project involves demolition of the existing commercial building, removal of two ornamental trees, and construction of a one-story commercial building that would be built in a modern architectural style with wood and concrete components in tones of brown, gray, and black. The proposed architectural design would be consistent with the urban nature of the project site and its surroundings and would be similar in style to the Union Bank building located north of the project site across East Main Street, as well as other surrounding commercial development. In addition, the proposed project would lead to increased landscaping on the project site because it would involve planting six chitalpa trees, ten bottle trees, and ten western redbud trees as well as a variety of background shrubs and grasses, including toyon, Shaw's agave, green carpet manzanita, new gold lantana, coffeeberry, dee grass, and California wild rose. The proposed project would be similar in visual character and quality to existing on-site and surrounding development and would not substantially degrade the visual character or quality of the project site or area.

¹ The segment of the U.S. 101 adjacent to the project site is eligible for designation as a state scenic highway; however, it has not officially been designated.

Shadow effects are dependent upon several factors, including local topography, the height and bulk of a project's structural elements, sensitivity of adjacent land uses, the time of day, season, and duration of shadow projection. The proposed one-story building would be similar to the existing one-story commercial building in terms of height and therefore would not increase shading in the project area.

Based on the above, impacts to visual character and visual quality would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- 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 replace an existing, vacant commercial building and would therefore incrementally increase lighting on the project site by introducing new building-mounted and interior lighting. These light sources would not have a significant impact on the night sky because they would be similar to existing lighting levels of surrounding commercial and residential development and would therefore not substantially change existing nighttime lighting conditions.

Given that the proposed project would replace an existing building, exterior windows on the proposed building would not increase glare on the project site. Additional vehicles parked on the site would incrementally increase reflected sunlight during certain times of the day, but the increase would not be easily perceivable and the proposed landscaping along Main Street included in the project would help shield motorists and pedestrians along Main Street from direct exposure to any new sources of light or glare. Therefore, impacts related to light and glare would be less than significant.

LESS THAN SIGNIFICANT 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, or 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"/>

Environmental Setting

The project site is a developed commercial property and is surrounded by other developed urban uses. The California Department of Conservation's (CDOC) Important Farmland Finder shows that the project site is in an area classified as Urban and Built-Up land and not within an area of prime or unique farmland (CDOC 2016). In addition, the project site and surrounding properties are not zoned for agricultural use, and the project site is not under any Williamson Act contract (CDOC 2015a). The project site is zoned General Commercial (C-2) and has a General Plan land use designation of Commerce. The nearest farmland is approximately 0.4 miles southwest of the project site adjacent to the 101 freeway. The surrounding area is not zoned for forest land or timberland.

- a. *Would the project convert Prime Farmland, Unique Farmland, or 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?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

As discussed in the Environmental Setting section, the project site is in an area classified as Urban and Built-Up land and not within an area of prime or unique farmland (CDOC 2016). In addition, the project site and surrounding properties are not zoned for agricultural use, and the project site is not under any Williamson Act contract (CDOC 2015a). The project site is zoned General Commercial (C-2) and has a General Plan land use designation of Commerce. The nearest farmland is approximately 0.4 miles southwest of the project site adjacent to the 101 freeway. Accordingly, the project would not conflict with agricultural zoning or a Williamson Act contract and would not result in the loss or conversion of agricultural land to non-agricultural use. Therefore, no impact to farmland would occur.

NO IMPACT

- 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?*

The project site is a developed commercial property which is zoned General Commercial and is surrounded by other developed urban uses. The surrounding area is not zoned for forest land or timberland. Accordingly, the project would not conflict with forest land or timberland zoning, and the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

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. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Air Quality Standards and Attainment

The project site is located in Ventura County, in the South Central Coast Air Basin (SCCAB). The SCCAB is under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD), the Santa Barbara County Air Pollution Control District (SBCAPCD), and the San Luis Obispo Air Pollution Control District (SLOCAPCD). The project site 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, Ventura County is classified as being in “attainment” or “nonattainment.”

The Ventura County portion of the SCCAB is designated a nonattainment area for the federal and state eight-hour ozone standards and the state one-hour ozone and PM₁₀ (particulate matter with a diameter of 10 microns or less) standards (VCAPCD 2017, California Air Resources Board [CARB] 2015a). 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 Ventura County. Ventura County is in attainment of all other federal and State standards. Because Ventura County currently exceeds certain 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 Ventura County.

Air Quality Management

Under State law, the VCAPCD is required to prepare a plan for air quality improvement for pollutants for which Ventura County 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, incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2007 AQMP, including the approval of the new federal eight-hour ozone standard of 0.070 ppm that was finalized in 2015. The 2016 AQMP builds upon the approaches taken in the 2007 AQMP and includes attainment and reasonable further progress demonstrations of the new federal eight-hour ozone standard (VCAPCD 2017).

Air Pollutant Emission Thresholds

The 2016 AQMP provides a strategy for the attainment of State and federal air quality standards. The VCAPCD has adopted guidelines for quantifying and determining the significance of air quality emissions (VCAPCD 2003) that only apply to discretionary projects subject to CEQA review.

The VCAPCD considers construction-related air quality impacts to be significant if project construction (individually and cumulatively) would jeopardize attainment of the federal one-hour standard by generating more than 25 pounds per day of ROC or NO_x. In addition, the VCAPCD considers operational air quality impacts to be significant if a project would generate more than 25 pounds per day of the ozone precursors ROC or NO_x.² Furthermore, a project with emissions in excess of two pounds per day of ROC or NO_x that is found inconsistent with the AQMP would have a cumulatively considerable contribution to a significant cumulative air quality impact related to ozone. Inconsistent projects are typically those that cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP (VCAPCD 2003).

The VCAPCD has not established quantitative thresholds for particulate matter for either construction or operation. However, the VCAPCD indicates that a project may have a significant impact if it generates fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public. This threshold is particularly applicable to the generation of fugitive dust during construction grading operations.

The VCAPCD implements rules and regulations for emission that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the project include the following:

- **Rule 50 (Opacity):** This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the proposed project, specifically grading activities.
- **Rule 51 (Nuisance):** This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. The rule would apply to pollutants that generate dust or odors and construction activities are also included. The proposed project

² The VCAPCD states construction emissions of ROC and NO_x should not be counted towards the operational emissions thresholds because such emissions are temporary (VCAPCD 2003).

would consist of a commercial use; therefore, compliance with this rule would not be a concern following buildout of the project.

- **Rule 55 (Fugitive Dust):** This rule requires fugitive dust generators to implement control measures to limit the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities.
- **Rule 55.1 (Paved Roads and Public Unpaved Roads):** This rule requires fugitive dust generators to begin the removal of visible roadway dust accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road.
- **Rule 55.2 (Street Sweeping Equipment):** This rule requires the use of PM₁₀ efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55.
- **Rule 62.7 (Asbestos – Demolition and Renovation):** This rule pertains to demolition and renovation operations and associated disturbance of asbestos containing materials. It outlines requirements including but not limited to notification procedures, emission controls, training and licensing, and warning labels and signs.
- **Rule 74.2 (Architectural Coatings):** This rule requires the use of low-VOC paint (50 grams per liter [g/L] for flat coatings, 100 g/L for nonflat coatings, and 150 g/L for traffic marking coatings).
- **Rule 74.4 (Cutback Asphalt):** This rule sets limits on the type of application and VOC content of cutback and emulsified asphalt.

Methodology

The project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod was developed by the South Coast Air Quality Management District and is used by jurisdictions throughout California to quantify criteria pollutant emissions. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses, and location, to model a project's construction and operational emissions. The model calculates criteria pollutant emissions and GHGs emissions, reported as CO₂e. The calculation methodology and input data used in CalEEMod can be found in the CalEEMod User's Guide Appendices A, D, and E (California Air Pollution Control Officers Association [CAPCOA] 2017). The input data and subsequent construction and operation emission estimates for the project are detailed in the following discussion. CalEEMod output files for the project are included in Appendix A to this report.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the default construction schedule and construction equipment list provided in CalEEMod. It is assumed that all construction equipment used would be diesel-powered. This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would comply with the 2016 CALGreen, the 2019 Building Energy Efficiency Standards, and VCAPCD Rules 55 and 74.2, which are discussed under *Air Quality Management*.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. Trip generation rates were sourced from the Transportation Impact Study

prepared for the project by Ganddini Group, Inc. (Ganddini 2019). Air pollutant emissions attributed to energy use include natural gas consumption for lighting as well as space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings.

Significance Thresholds

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

The VCAPCD considers construction-related air quality impacts to be significant if project construction (individually and cumulatively) would jeopardize attainment of the federal one-hour standard by generating more than 25 pounds per day of ROC or NO_x. In addition, the VCAPCD considers operational air quality impacts to be significant if a project would generate more than 25 pounds per day of the ozone precursors ROC or NO_x.³ Furthermore, a project with emissions in excess of two pounds per day of ROC or NO_x that is found inconsistent with the AQMP would have a cumulatively considerable contribution to a significant cumulative air quality impact related to ozone. Inconsistent projects are typically those that cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP (VCAPCD 2003).

The VCAPCD has not established quantitative thresholds for particulate matter for either construction or operation. However, the VCAPCD states a project would have a significant impact if it would be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public. In addition, the VCAPCD recommends the fugitive dust mitigation measures described in Section 7.4.1 of the *Air Quality Assessment Guidelines* be implemented as part of all project-related dust-generating operations and activities (VCAPCD 2003).

The VCAPCD has not established quantitative thresholds for carbon monoxide (CO) for either construction or operation. However, the VCAPCD states a CO hotspot screening analysis should be conducted for any project with indirect CO emissions greater than the applicable ozone project significance thresholds (i.e., 25 pounds per day) that may significantly impact roadway intersections currently operating at, or that are expected to operate at, Level of Service (LOS) E or F. A CO hotspot screening analysis should also be conducted for any project-impacted roadway intersection at which a CO hotspot might occur (VCAPCD 2003). If project emissions do not meet these criteria, then the project would have a less than significant impact related to CO hotspots. However, if project emissions exceed these criteria and the screening analysis demonstrates there may be a CO hotspot, the VCAPCD recommends use of the CALINE4 model to determine whether the project would create or contribute to an existing CO hotspot.

The VCAPCD has not established a significance threshold for impacts related to Valley Fever. However, the VCAPCD recommends consideration of the following factors that may indicate a project's potential to result in impacts related to Valley Fever:

- Disturbance of the top soil of undeveloped land (to a depth of about 12 inches)
- Dry, alkaline, sandy soils

³ The VCAPCD states construction emissions of ROC and NO_x should not be counted towards the operational emissions thresholds because such emissions are temporary (VCAPCD 2003).

- Virgin, undisturbed, non-urban areas
- Windy areas
- Archaeological resources probable or known to exist in the area (e.g., Native American midden sites)
- Special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass)
- Non-native population (i.e., out-of-area construction workers)

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

Based on the VCAPCD's Ventura County Air Quality Assessment Guidelines (VCAPCD 2003), a significant air quality impact may occur if the project causes the population to exceed the growth forecast contained in the AQMP or if the project would be inconsistent with the emission reduction strategies contained in the AQMP. The 2016 AQMP was developed using the Southern California Association of Governments' (SCAG) population forecasts contained in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The proposed project would accommodate approximately 33 new jobs.⁴ It is likely these jobs would be filled by persons currently living in Ventura. Therefore, the project would not directly or indirectly result in population growth. Based on 2012 employment data from the 2016 RTP/SCS, there are 60,700 total jobs in the City of Ventura. SCAG anticipates that citywide employment will increase by 5,300 jobs to 66,000 total jobs by 2040 (SCAG 2015). The project's forecasted 33 new jobs would be within SCAG's regional growth projections and is therefore within the applicable assumptions for the 2016 AQMP. As a result, the proposed project would not conflict with or obstruct implementation of the AQMP. No impact would occur.

NO IMPACT

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The Ventura County portion of the SCCAB is designated a nonattainment area for the federal and state eight-hour ozone standards and the state one-hour ozone and PM₁₀ standards (VCAPCD 2017; CARB 2015 a). The Ventura County portion of the SCCAB is designated in attainment for all other criteria pollutants (i.e., CO, NO₂, SO₂, PM_{2.5}, and Pb) under federal and standard standards.

Construction Emissions

Estimated maximum daily ROC, NO_x, CO, PM₁₀, and PM_{2.5} construction emissions are shown in Table 3. The VCAPCD considers construction-related air quality impacts to be significant if project construction would generate more than 25 pounds per day of ROC or NO_x (VCAPCD 2003). As shown in Table 3, ROC and NO_x emissions would not exceed the threshold of 25 pounds per day during construction. Therefore, project construction would not result in a cumulatively considerable net increase of ROC or NO_x, which are precursors to ozone (a criteria pollutant for which the region is in nonattainment), and impacts would be less than significant.

⁴ The estimated number of employees accommodated by the proposed project was determined based on an average employment rate of one employee per 92 square feet (United States Green Building Council 2008).

Table 3 Estimated Maximum Construction Emissions

Emission Source	Maximum Daily Emissions (pounds per day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction Year 2020	7.3	9.2	8.2	<0.1	1.4	0.9
Threshold	25	25	N/A	N/A	N/A	N/A
Significant Impact?	No	No	N/A	N/A	N/A	N/A

N/A = Not available. The VCAPCD has not established recommended quantitative thresholds for CO, SO₂, PM₁₀, and PM_{2.5} (VCAPCD 2003).

ROC = reactive organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less

Notes: All emissions modeling was completed in CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including VCAPCD Rule 55 and Rule 74.2). Emissions presented are the highest of the winter and summer modeled emissions.

The VCAPCD recommends implementation of the fugitive dust control measures described in Section 7.4.1 of the Air Quality Assessment Guidelines as part of all project-related dust-generating operations and activities (VCAPCD 2003). Consistent with this recommendation and the City’s standard practice, the City would require the project to comply with the standard construction measures listed in the *Air Quality Management* section above and found in the VCAPCD’s *Ventura County Air Quality Assessment Guidelines*. Compliance with VCAPCD Rule 55 (Fugitive Dust), Rule 62.7 (Asbestos – Demolition and Renovation), and Rule 74.2 (Architectural Coatings) would also be required. Compliance with existing regulations would ensure that project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, construction-related emissions would be less than significant.

The City of San Buenaventura also requires standard construction measures included in the most recent version of the VCAPCD’s *Ventura County Air Quality Assessment Guidelines* pursuant to Mitigation Measure AQ-3 of the 2005 General Plan Final Environmental Impact Report. Required measures include the following:

1. In order to reduce impacts associated with NO_x emissions (a precursor to ozone), the following measures shall be implemented:
 - Equipment idling time should be minimized.
 - Equipment engines should be maintained in good condition and in proper tune, as per manufacturer’s specifications.
 - During the smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
 - Alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, should be used if feasible.
2. During clearing, grading, earth moving, or excavation operation, excessive fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust-preventive measures using the following procedures:
 - All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the

late morning and after work is done for the day, so that water penetrates sufficiently to minimize fugitive dust during grading activities. Reclaimed water should be used if available.

- All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved roadways on-site, should be treated to prevent fugitive dust. Measures may include watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate.
- Graded and/or excavated inactive areas of the construction site should be monitored at least weekly for dust stabilization. If a portion of the site is inactive for over four days, soil on-site should be stabilized.
- Signs should be posted limiting on-site traffic to 15 miles per hour.
- All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 miles per hour averaged over one hour) so as to prevent excessive amounts of dust.
- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust pursuant to California Vehicle Code §23114.
- Respiratory protection shall be used by all employees in accordance with California Division of Occupational Safety and Health regulations.
- Measures to reduce the fungus that causes Valley Fever should include the following:
 - Facemasks should be worn on employees involved in grading or excavation operations during dry periods to reduce inhalation of dust.
 - Employment should be restricted to persons with positive coccidioidin skin tests.
 - Crews should be hired from local populations where possible, since it is more likely that they have previously been exposed to the fungus and are therefore immune.
 - Cabs of grading and construction equipment should be air-conditioned.
 - Crews should work upwind from excavation sites.
 - Construction roads should be paved.
 - Weed growth should be controlled by mowing instead of discing.
 - The access way into the project site should be paved or treated with environmentally safe dust control agents during rough grading and construction.
- The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust.

3. The project applicant shall ensure compliance with the following State laws and APCD requirements:

- Construction equipment shall not have visible emissions greater than 20% opacity, as required by APCD Rule 50, Opacity.
- All portable diesel-powered equipment over 50 BHP shall be registered with the State's Portable Equipment Registration Program (PERP) or an APCD Portable Permit.
- Off-Road Heavy-Duty trucks shall comply with the California State Regulation for In-Use Off-Road Diesel Vehicles (Title 13, CCR §2449), the purpose of which is to reduce NOx and diesel particulate matter exhaust emissions.
- All commercial on-road and off-road diesel vehicles are subject to the idling time limits of Title 13, CCR §2485, §2449(d)(3), respectively. Construction equipment shall not idle for

more than five consecutive minutes. The idling limit does not apply to: (1) idling when queuing; (2) idling to verify that the vehicle is in safe operating condition; (3) idling for testing, servicing, repairing or diagnostic purposes; (4) idling necessary to accomplish work for which the vehicle was designed (such as operating a crane); (5) idling required to bring the machine system to operating temperature, and (6) idling necessary to ensure safe operation of the vehicle. It is the Permittee's responsibility to have a written idling policy that is made available to operators of the vehicles and equipment and informs them that idling is limited to 5 consecutive minutes or less, except as exempted in subsection a. above.

4. After clearing, grading, earth moving, or excavation operations, and during construction activities, fugitive dust emissions shall be controlled using the following procedures:
 - All inactive portions of the construction site shall be seeded and watered until grass cover is grown.
 - All active portions of the construction site shall be sufficiently watered to prevent excessive amounts of dust.
5. At all times, fugitive dust emissions shall be controlled using the following procedures:
 - On-site vehicle speed shall be limited to 15-mph.
 - All areas with vehicle traffic shall be watered periodically.
 - Use of petroleum-based dust palliatives shall meet the road oil requirements of Ventura County APCD Rule 74.4, Cutback Asphalt.
 - Streets adjacent to the project site shall be swept as needed to remove silt, which may be accumulated from construction activities, so as to prevent excessive amounts of dust.
 - Signs displaying the APCD Complaint Line Telephone Number (805) 654-2797 for dust complaints shall be posted in a prominent location onsite but clearly visible to the public off the site.
6. Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible, such as the use of Tier 3 and Tier 4 diesel engine rating of off-road construction equipment. Streets must be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

With compliance with existing regulations, project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, construction-related emissions would be less than significant.

Operational Impacts

Table 4 summarizes estimated emissions associated with project operation. As shown therein, operational emissions would not exceed VCAPCD thresholds for ROC and NO_x, which are precursors to ozone (a criteria pollutant for which the project region is in nonattainment). Therefore, operation of the proposed project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

Table 4 Estimated Operational Emissions

Emission Source	Maximum Daily Emissions (pounds per day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.2	0.2	<0.1	<0.1	<0.1
Mobile	3.4	10.3	27.7	0.1	5.0	1.4
Total Project Emissions	3.5	10.5	27.9	0.1	5.0	1.4
VCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

N/A = Not available. The VCAPCD has not established recommended quantitative thresholds for CO, SO₂, PM₁₀, and PM_{2.5} (VCAPCD 2003).

ROC = reactive organic compounds; NO_x = nitrogen oxides; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less

Notes: All emissions modeling was completed in CalEEMod. See Appendix A for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including VCAPCD Rule 74.2). Emissions presented are the highest of the winter and summer modeled emissions.

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

Sensitive receptors are members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. The sensitive receptors closest to the project site are residences from Tradewinds Apartments located at 3500 Preble Ave, which is approximately 600 feet southwest of the project site. The VCAPCD states that localized air quality impacts to sensitive receptors typically result from fugitive dust, CO, toxic air contaminants, odors, and entrained fungal spores that cause Valley Fever (VCAPCD 2003). The proposed project’s impacts related to each of these pollutants is detailed below.

Fugitive Dust

As discussed under checklist item (b), the VCAPCD recommends that the fugitive dust control measures described in Section 7.4.1 of the *Air Quality Assessment Guidelines* be implemented as part of all project-related dust-generating operations and activities (VCAPCD 2003). These measures address both PM₁₀ and PM_{2.5} emissions from construction activities. The proposed project would be required to implement these fugitive dust control measures; therefore, project construction would not expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

Carbon Monoxide

A carbon monoxide (CO) hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are high enough that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (CARB 2016a). The entire SCCAB is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. No stations in Ventura County have monitored CO in the last 15 years. In 2003, the El Rio-Rio

Mesa School #2 monitoring station detected an eight-hour maximum CO concentration of 1.5 ppm, which is substantially below the state and federal standard of 9.0 ppm (CARB 2019a).

The VCAPCD recommends conducting a CO hotspot screening analysis for any project that meets both of the following conditions:

1. The project would generate indirect CO emissions that are greater than the applicable ozone project significance thresholds (i.e., 25 pounds per day); and
2. The project would generate traffic that would significantly impact congestion levels at roadway intersections currently operating at, or that are expected to operate at, LOS E or F.

The VCAPCD also recommends conducting a CO hotspot screening analysis for any project-impacted roadway intersection at which a CO hotspot might occur (VCAPCD 2003).

As shown in Table 4, operation of the proposed project would generate approximately 28 pounds of indirect CO emissions (i.e., mobile source emissions) per day, which would exceed the threshold of 25 pounds per day. However, as discussed in Section 17, *Transportation*, the proposed project would not significantly impact congestion levels at roadway intersections currently operating or expected to operate at LOS E or F (i.e., the US-101/SR-126 Freeway Ramps at East Main Street and Arundell Avenue at East Main Street). As a result, the project does not trigger the need for a CO hotspot analysis, and the project would not cause or contribute to a CO hotspot.

Toxic Air Contaminants

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The primary sources of potential air toxics associated with project operation include diesel particulate matter (DPM) from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets). However, according to VCAPCD's *Air Quality Assessment Guidelines* (2003) and CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005), typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, and petroleum refining). The project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides, etc.) for the proposed commercial use would be below thresholds warranting further study under the California Accidental Release Program. Because the project would not contain substantial TAC sources and is consistent with the CARB and VCAPCD guidelines, it would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or toxic air contaminants. Therefore, impacts related to TACs would be less than significant.

San Joaquin Valley Fever

Construction activities, including site preparation and grading, would have the potential to release *Coccidioides immitis* spores. However, the population of Ventura has been and will continue to be exposed to Valley Fever from agricultural and construction activities occurring throughout the region, not just from construction of the proposed project. In addition, substantial increases in the number of reported cases of Valley Fever tend to occur only after major ground-disturbing events such as the 1994 Northridge earthquake (VCAPCD 2003). Construction of the proposed project

would not result in a comparable major ground disturbance, and because of compliance with VCAPCD Rule 55 (Fugitive Dust), the project would not release a large number of spores. As discussed under *Air Pollutant Emission Thresholds*, the VCAPCD does not have a recommend threshold for Valley Fever Impacts, but instead recommends consideration of the following factors that may indicate a project's potential to result in significant impacts related to Valley Fever:

- Disturbance of the topsoil of undeveloped land (to a depth of about 12 inches)
- Dry, alkaline, sandy soils
- Virgin, undisturbed, non-urban areas
- Windy areas
- Archaeological resources probable or known to exist in the area (Native American midden sites)
- Special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass)
- Non-native population (i.e., out-of-area construction workers)

The proposed project is a redevelopment project that would grade previously disturbed soils in an urban area. The project site is underlain by Sorrento loam soils, which consist primarily of loam, sandy loam, clay loam, and silty clay loam (United States Department of Agriculture 2019). These soils were previously disturbed and covered with buildings, asphalt, and concrete, which blocked the deposit of fungal spores. Due to the relatively small size of the proposed project, it is anticipated that construction workers would be from the local or regional area and would therefore have previous exposure to and immunity from Valley Fever. Therefore, construction of the proposed project would not result in a substantial increase in entrained fungal spores that cause Valley Fever above existing background levels and impacts related to Valley Fever would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Based on the VCAPCD *Ventura County Air Quality Assessment Guidelines* (2003), a project may have a significant impact if it would generate an objectionable odor to a degree that would cause injury, detriment, nuisance, or annoyance to a considerable number of persons or to the public, or which would endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Land uses and industrial operations known to emit objectionable odors include wastewater treatment facilities, food processing facilities, coffee roasters, fiberglass operations, refineries, feed lots/dairies, and composting facilities (VCAPCD 2003). Although the proposed project would include commercial uses focused on the retail sale of coffee and related products, no coffee roasting would occur on-site. Therefore, the proposed project would not directly or indirectly generate any objectionable odors or other emissions that would adversely affect a substantial number of people. No impact related to objectionable odors would occur.

NO IMPACT

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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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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 state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Environmental Setting

As shown in the photos in Figure 3 and Figure 4, the project site has been extensively disturbed by previous on-site activities. The project site is in an urbanized area developed with commercial and residential uses. No sensitive habitat or special status species occupy the site and existing on-site vegetation consists of six mature ornamental trees. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The nearest jurisdictional feature mapped by the United States Fish and Wildlife Service National Wetlands Inventory is an intermittent riverine wetland approximately 110 feet west of the project site (United States Fish and Wildlife Service 2019). However, the mapped location of this feature is currently developed with commercial uses and roadways, and no aboveground water bodies are present. The site is currently developed with urban land uses and lacks native biological habitat and water bodies capable of supporting riparian habitat.

- a. *Would the project 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?*

As discussed in the Environmental Setting, no sensitive habitat or special status species occupy the site and existing on-site vegetation consists of six mature ornamental trees. These trees could provide nesting habitat for common bird species. In addition, there are several ornamental trees on the surrounding parcels and immediately adjacent to the southern project site boundary that could provide nesting habitat. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code (CFGF) prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The project could directly (e.g., through vegetation removal) and indirectly (e.g., through construction noise and vibration) affect nesting birds, which are considered a special status species under CEQA. Therefore, impacts related to special status species would be potentially significant. Implementation of Mitigation Measure BIO-1 would avoid these potential impacts to nesting birds and resulting conflicts with the MBTA and CFGF, thereby reducing potential impacts to a less than significant level.

Mitigation Measure

BIO-1 Nesting Bird Avoidance

If construction will occur during the bird breeding season (February 1 to August 31), a pre-construction nesting bird survey shall be conducted to determine the presence/absence and locations of nesting birds. The nesting bird survey shall be conducted by a qualified avian biologist no more than seven days prior to the start of ground disturbance or vegetation clearing. The nesting bird survey shall be conducted on foot inside the boundaries of the project site, including a 100-foot buffer (300-foot for raptors), and in inaccessible areas (e.g. private lands) from afar using binoculars to the extent practicable.

If an active bird nest is found during the nesting bird survey, an avoidance buffer (with its size dependent on the species, the proposed work activity, and existing disturbances associated with land uses outside the project site) shall be established surrounding the nest(s) and flagged for avoidance until the nest becomes inactive (i.e., nest is vacated, juveniles have fledged, left the area,

are no longer being fed by the parents, and there is no evidence of a second nesting attempt). All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist. The avoidance buffer area for nesting birds may be reduced upon the approval of the avian biologist as determined by the species nesting and the activity being conducted.

The methods and results of the nesting bird survey(s), any nesting bird avoidance efforts as a result of those surveys, and the success of the avoidance buffers shall be documented in a letter report (Nesting Bird Survey and Active Nest Monitoring Report) and shall be submitted to the City no later than three weeks following the completion of active nest monitoring activities.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- 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?*

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, including sensitive species, or are particularly susceptible to disturbance. The California Department of Fish and Wildlife (CDFW) ranks sensitive communities as “threatened” or “very threatened” and keeps records of their occurrences in California Natural Diversity Database. The site is currently developed with urban land uses and lacks native biological habitat and water bodies capable of supporting riparian habitat. Furthermore, the surrounding area is developed with commercial and residential land uses and does not contain riparian habitats or other sensitive natural communities. As discussed in Section 10, Hydrology and Water Quality, of this Initial Study, the proposed project would also be required to comply with applicable regulations designed to prevent project construction or operation from contaminating local waterways. Consequently, no impact would occur.

NO IMPACT

- c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

As discussed in the Environmental Setting, the project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The nearest jurisdictional feature mapped by the United States Fish and Wildlife Service National Wetlands Inventory is an intermittent riverine wetland approximately 110 feet west of the project site (United States Fish and Wildlife Service 2019). However, the mapped location of this feature is currently developed with commercial uses and roadways, and no aboveground water bodies are present. Additionally, as discussed in Section 10, Hydrology and Water Quality, of this Initial Study, the proposed project would be required to comply with applicable regulations designed to prevent project construction or operation from contaminating local waterways. Therefore, the project would not affect federally protected wetlands through direct removal, filling, hydrological interruption, or other means, and no impact would occur.

NO IMPACT

- 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?*

The mature trees on the project site may serve as habitat for migratory birds, but the project would be required to comply with Mitigation Measure BIO-1 listed above under checklist item 4.a to minimize potential impacts to migratory birds. Therefore, the project would not interfere with wildlife movement or migratory corridors or impede the use of native wildlife nursery sites. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Chapter 20.150 - *Street Trees* of the San Buenaventura Municipal Code (SBMC) provides tree protection and removal guidelines and only applies to street trees. The project site has one street tree located on its northern boundary along East Main Street; however, the project does not involve alteration of this tree. If project construction would affect this tree, it would be subject to the provisions of Chapter 20.150 of the SBMC, which requires the applicant to obtain receipt of an applicable tree permit prior to any actions affecting the tree.

In addition to Chapter 20.150 of the SBMC, the Ventura General Plan includes the following action related to tree preservation:

- **Action 1.24:** Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.

The project would remove three non-native on-site trees but would not affect any indigenous tree species. Therefore, the project would not conflict with Ventura General Plan Action 1.24. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- 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 project site is not located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plans (CDFW 2019). Therefore, no impact would occur.

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 pursuant to §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 pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The project site is located in an urban area surrounded by commercial development and the U.S. 101 corridor and has already been disturbed and graded. The project site is not on or near any site listed in the National Register of Historic Places, California State Historical Landmarks, or California Historical Resources or Points of Interest and does not contain any key local historical or cultural sites designated by the City of Ventura (California State Parks 2019; City of Ventura 2005a).

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

As discussed in the Environmental Setting, the project site is not identified in any City historical survey and the project does not contain any existing or potential landmark, point of interest, or historic resource. On October 21, 2015, a 5-day posting to the members of the City's Historic Preservation Committee (HPC) was conducted for a historic evaluation of the project's scope of work. The 5-day posting ended on October 28, 2015, with no request for the project to be scheduled for the HPC's review. The project would have no impact on a historical resource.

NO IMPACT

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*
- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The project site has already been disturbed and graded. Previous grading activities did not uncover any archaeological, paleontological, or cultural resources, or any human remains. The likelihood that intact archaeological resources, paleontological resources, or human remains are present in the surficial soil layer is low. In the unlikely event that archaeological or paleontological resources are identified, as defined by Section 2103.2 of the Public Resources Code, the project site would be

required to be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code, as appropriate. To further ensure that appropriate procedures are followed in the event of unanticipated discovery, Mitigation Measure CUL-1 and CUL-2 have been developed. With implementation of Mitigation Measure CUL-1, impacts pertaining to the potential discovery of archaeological resources would be less than significant because all work would be temporarily halted if and when such resources were discovered, and all federal, state, and local guidelines would be adhered to.

In the unlikely event that unanticipated cultural resource remains are encountered during construction or land modification activities, continuation of work may damage or destroy archaeological or human remains. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. With implementation of Mitigation Measure CUL-2 impacts pertaining to the potential discovery of human remains would be less than significant because all work would be temporarily halted if and when such resources were discovered, and all applicable regulations would be adhered to.

Mitigation Measures

CUL-1 Unanticipated Discovery of Archaeological Resources

If archaeological resources are encountered during ground-disturbing activities, the construction manager shall immediately halt all work activities in the immediate vicinity (within approximately 100 feet) of the discovery and a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. After cessation of earthmoving activities, the construction manager shall immediately notify the City's Community Development Department Planning Manager. Work shall not resume until authorized by the City and the qualified archaeologist.

If the qualified archaeologist determines that the discovery constitutes a significant resource under CEQA, preservation in place is the preferred manner of mitigation. In the event preservation in place is demonstrated to be infeasible, and data recovery is determined to be the only feasible mitigation option, a detailed Cultural Resources Treatment Plan shall be prepared and implemented by a qualified archaeologist in consultation with the Planning Manager. The Planning Manager shall consult with appropriate Native American representatives in determining appropriate treatment for unearthed cultural resources if the resources are prehistoric or Native American in origin. Archaeological materials recovered during any investigation shall be put into curation at an accredited facility.

CUL-2 Discovery of Human Remains

If human remains are encountered, work shall halt in the vicinity (within 100 feet) of the find and the construction manager shall immediately contact the Ventura County Coroner in accordance with Public Resources Code (PRC) Section 5097.98 and Health and Safety Code Section 7050.5, and also contact the City's Community Development Department Planning Manager. If the County Coroner determines that the remains are Native American in origin, the Native American Heritage Commission (NAHC) shall be notified, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by AB 2641). The NAHC shall designate a Most Likely Descendant (MLD) for the remains per PRC Section 5097.98. The City's Community

Development Department shall ensure that the immediate vicinity where the Native American human remains are located is not damaged or disturbed by further development activity, according to generally accepted cultural or archaeological standards or practices, until the landowner has discussed and conferred with the MLD regarding their recommendations, as prescribed in PRC Section 5097.98, taking into account the possibility of multiple human remains.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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6 Energy

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

Environmental Setting

California is one of the lowest per capita energy users in the United States, with the third lowest per capita energy use among the 50 states, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018a). California consumed 292,039 gigawatt-hours of electricity and 2,110,829 million cubic feet of natural gas in 2017 (California Energy Commission [CEC] 2019, EIA 2018b). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2018a).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest and Southwest in 2017 (CEC 2018 b). In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2018 b). Adopted on September 10, 2018, Senate Bill (SB) 100 accelerates the state's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires all motorists use California Reformulated Gasoline, which is sourced almost exclusively from in-state refineries. Gasoline is the most used transportation fuel in California with 15.1 billion gallons sold in 2015 and is used by light-duty cars, pickup trucks, and sport utility vehicles (CEC 2016a). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016b). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including CO₂ and NO_x. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (CARB 2018).

The project site would be provided electricity by Southern California Edison (SCE) and natural gas by Southern California Gas Company (SCG). Table 5 and Table 6 show electricity and natural gas consumption by sector and in total for SCE and SCG.

Table 5 Electricity Consumption in the SCE Service Area in 2018

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
3,150.9	31,165.5	4,310.9	13,218.5	2,359.1	28,617.1	578.1	83,400.0

Notes: All usage expressed in GWh

Source: CEC 2017a

Table 6 Natural Gas Consumption in SCG Service Area in 2018

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
77.6	913.0	74.5	1,714.3	229.2	2,147.4	5,156.1

Notes: All usage expressed in MMThm

Source: CEC 2017b

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

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and heavy equipment on the project site and construction work commute trips. The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod used to estimate construction-related air pollutant emissions for Section 3, *Air Quality* and Section 8, *Greenhouse Gas Emissions* (Appendix A). As shown in Table 7, construction equipment and worker trips would consume approximately 7,199 gallons of diesel fuel and 506 gallons of gasoline fuel, or approximately 973 million British thermal units (MMBtu), over the project construction period.

Project operation would increase area energy demand from electricity, natural gas, and gasoline consumption at a currently developed but vacant site. Natural gas and electricity would be used for coffee and food processing systems, lighting, water use, and the overall operation of the coffee shop. Gasoline consumption would be attributed to the trips generated from employees and customers of Starbucks. The estimated number of average daily trips associated with project operation was used to determine the energy consumption associated with fuel use from project operation. According to the CalEEMod calculations, the project would result in 2,170,430 annual vehicle miles travelled (VMT) during operation (Appendix A). Table 8 shows the estimated total annual fuel consumption of the project using the estimated trip generation and VMT with the assumed vehicle fleet mix (Appendix A).

Table 7 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel	MMBtu ⁴
Diesel Fuel (Construction Equipment, Vendor Trips, and Hauling Trips) ^{1,2}	7,199	918
Gasoline Fuel (Construction Worker Vehicle Trips) ³	506	56
Total		973

¹ Fuel demand rate for construction equipment is derived from the total hours of operation, the equipment's horse power, the equipment's load factor, and the equipment's fuel usage per horse power per hour of operation, which are all taken from CalEEMod outputs (see Appendix A), and from compression-ignition engine brake-specific fuel consumptions factors for engines between 0 to 100 horsepower and greater than 100 horsepower (U.S. EPA 2018). Fuel consumed for all construction equipment is assumed to be diesel fuel.

² Fuel demand rate for hauling and vendor trips (cut material imports) is derived from hauling and vendor trip number, hauling and vendor trip length, and hauling and vendor vehicle class from "Trips and VMT" Table contained in Section 3.0, *Construction Detail*, of the CalEEMod results (see Appendix A). The fuel economy for hauling and vendor trip vehicles is derived from the United States Department of Transportation (DOT 2018). Fuel consumed for all hauling trucks is assumed to be diesel fuel.

³ The fuel economy for worker trip vehicles is derived from the U.S. Department of Transportation National Transportation Statistics (24 mpg) (DOT 2018). Fuel consumed for all worker trips is assumed to be gasoline fuel.

⁴ CaRFG CA-GREET 2.0 fuel specification of 109,786 British thermal units per gallon (Btu/gallon) used to identify conversion rate for fuel energy consumption for worker trips specified above (California Air Resources Board [CARB] 2015). Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for construction equipment specified above (CARB 2015). Totals may not add up due to rounding.

Table 8 Estimated Project Annual Transportation Energy Consumption

Vehicle Type ¹	Percent of Vehicle Trips ²	Annual Vehicle Miles Traveled ³	Average Fuel Economy (miles/gallon) ⁴	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu) ⁶
Passenger Cars	57.3	1,243,589	24.0	51,816	5,689
Light/Medium Trucks	35.1	762,437	17.4	43,818	4,811
Heavy Trucks/Other	7.1	153,324	7.4	20,719	2,641
Motorcycles	0.5	11,080	43.9 ⁵	252	28
Total	100.0	2,170,430	–	–	13,168

¹ Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.

² Percent of vehicle trips from Table 4.4 "Fleet Mix" in Air Quality and Greenhouse gas Emissions Study, CalEEMod output (see Appendix A).

³ Mitigated annual VMT found in Table 4.2 "Trip Summary Information" in Air Quality and Greenhouse Gas Emissions Study CalEEMod output (see Appendix A).

⁴ Average Fuel Economies: U.S. Department of Energy, 2018.

⁵ U.S. Department of Transportation 2013

⁶ CaRFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for vehicle classes specified above (CARB 2015 b).

Notes: Totals may not add up due to rounding.

As shown in Table 8, project-related operational vehicle trips would consume approximately 13,168 MMBtu each year.

Project operation would consume approximately 91,310 kWh per year, or 0.09 GWh (312 MMBtu) of electricity per year (electricity use is provided in the CalEEMod output of Appendix A). The

project's electricity demand would be served by SCE, which provided 84,291 GWh of electricity in 2017; therefore, SCE would have sufficient supplies for the project.

Estimated natural gas consumption for the project would be 784,962 kBtu, or 0.008 MMthm (785 MMBtu) per year (electricity use provided in the CalEEMod output of Appendix A). The project's natural gas demand would be serviced by SCG, which provided 5,142 MMthm per year in 2017; therefore, SCG would have sufficient supplies for the project.

The project would comply with all standards set in California Building Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. California's CAL Green standards (California Code of Regulations, Title 24, Part 11) require incorporation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. As the name implies, these standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy.

In conclusion, project construction would be temporary and typical of similar projects, and would not result in wasteful, inefficient, or unnecessary consumption of energy. Project operation would increase consumption of fuel, natural gas, and electricity compared to existing conditions of the developed but vacant site; however, the increase would be in conformance with the latest version of California's Green Building Standards Code and the Building Energy Efficiency Standards. In addition, SCE and SCG have sufficient supplies to serve the project. Therefore, the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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

SB 100 mandates 100 percent clean electricity for California by 2045. Because the proposed project would be powered by the existing electricity grid, the project would eventually be powered by renewable energy mandated by SB 100 and would not conflict with this statewide plan. The City of Ventura does not have any specific renewable energy or energy efficiency plans with which the project could comply. Nonetheless, the project would not conflict with or obstruct the state plan for renewable energy; therefore, no impact would occur.

NO IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code(1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The City of San Buenaventura is situated between the Pacific Ocean, the Ventura foothills, and the Ventura and Santa Clara rivers. The City is located at the western 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 the relatively flat coastal plain, but steeply sloped hills abut the northern portion of the City. Like much of Southern California, Ventura is located within a seismically active region and is crossed by several potentially active fault systems. The entire planning area of Ventura is subject to severe ground shaking from a number of faults in the region.

The closest fault is the Ventura Fault, located approximately 1.1 mile to the north, which is mapped in an Alquist-Priolo Earthquake Fault Zone. The project site is located approximately 1.1 miles from the Ventura Fault, 1.1 miles from the Oak Ridge Fault, 8.2 miles from the Wright Road Fault, 8.8 miles from the Simi-Santa Rosa fault zone, and 40.6 miles from the San Andreas Fault (United States Geological Survey 2019). The project's location relative to these faults is shown Figure 10. The site is fully developed and has been previously disturbed in conjunction with the construction of on-site development. There are no unique geologic features on the site.

a.1. Would the project directly or indirectly cause 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?

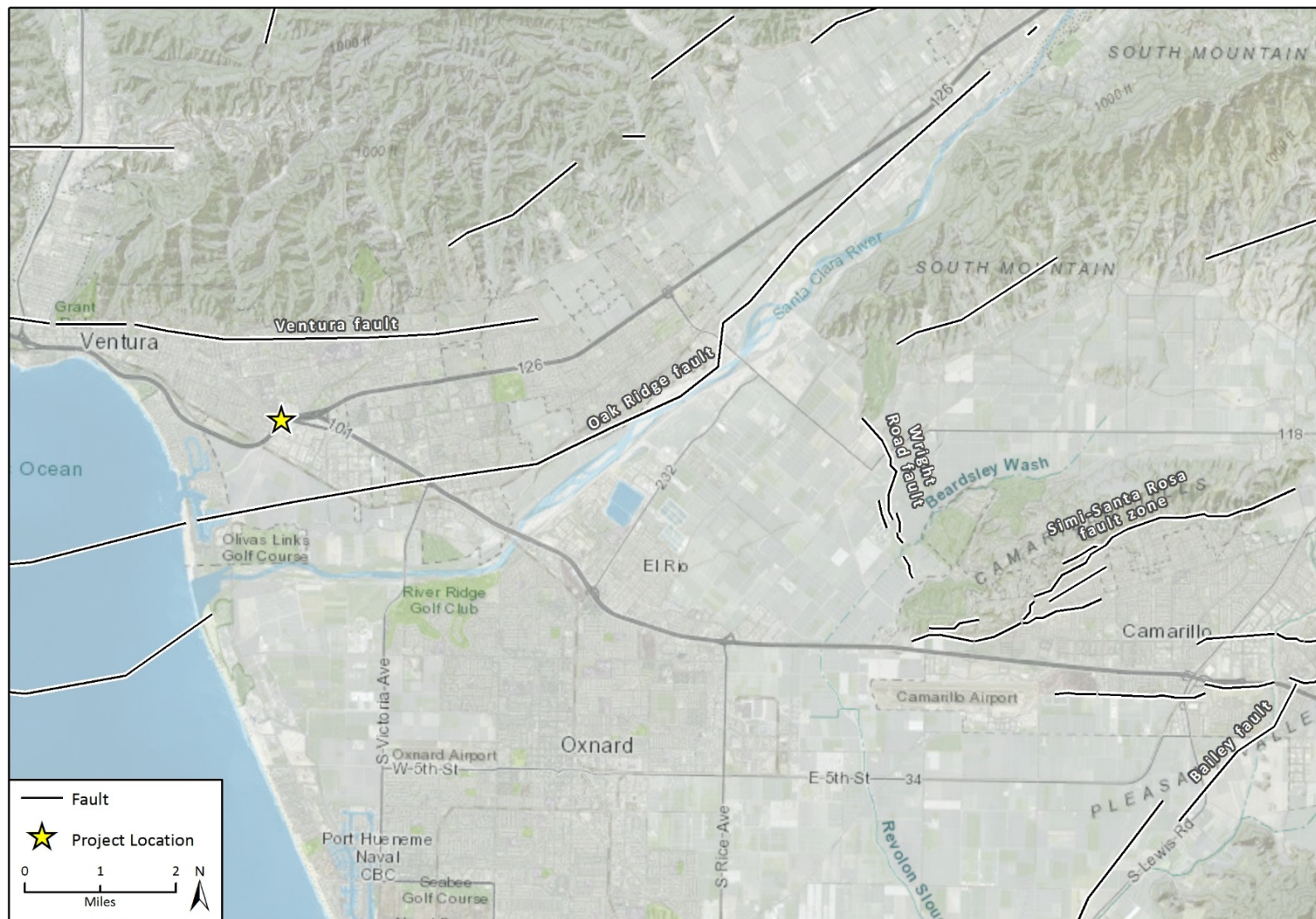
As discussed in the Setting, the project site is subject to strong ground shaking associated with active and/or potentially active faults in the region. The closest fault is the Ventura Fault, located approximately 1.1 mile to the north, which is mapped in an Alquist-Priolo Earthquake Fault Zone. However, the project site itself is not in an Alquist-Priolo Special Study Zone and no active faults have been mapped across the project site (California Geological Survey [CGS] 2003). Furthermore, the project would include new development built to current seismic safety standards. Therefore, the potential for fault rupture across the site is low and the project would not increase exposure to fault rupture. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The entire southern California region is susceptible to strong ground shaking from severe earthquakes. As discussed in the Environmental Setting, the project site is located near several faults, which are shown in Figure 10. Consequently, development of the project could expose people and structures to strong seismic ground shaking. However, the project would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The project would be required to comply with the seismic safety requirements in the CBC and the SBMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices.

Figure 10 Faults in the Region



Imagery provided by Microsoft Bing and its licensors © 2019.
Fault data provided by CGS, Bryant, W. A. (compiler), 2005, Digital Database of Quaternary and Younger Faults from the Fault Activity Map of California, version 2.0.

Fig 10 Faults

Further, the project would not increase ground shaking hazards at adjacent properties. Therefore, impacts related to strong seismic ground shaking would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

According to CGS, the project site is in a liquefaction hazard zone (CGS 2003). The project would be required to comply with current engineering practices as reflected in the CBC and SBMC. The CBC regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of adverse soil conditions. Additionally, Action 7.7 of the City's General Plan (2005a) is to require project applicants to perform geotechnical evaluations and implement measures prior to development of any site in areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils. In conformance with Action 7.7, the City would require the project applicant to complete and submit to the City a geotechnical evaluation for the project prior to its approval. This geotechnical evaluation would be required to assess potential soil hazards, including liquefaction, and determine appropriate techniques to minimize their effects. All proposed geotechnical measures designed to reduce liquefaction and expansive soil hazards will be required to conform to San Buenaventura Municipal Code and CBC standards to withstand actual on-site soil conditions. The City of Ventura Public Works Department will review and approve all final plans for the mitigation of liquefiable and expansive soils prior to issuance of grading permits. With implementation of these standard requirements and review procedures, potential impacts related to liquefaction would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

A significant impact would occur if the project would be implemented on a site located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. Significant slopes are not located on or near the site, and the site is not mapped within a zone of required investigation for seismically-induced landsliding (CGS 2003). Therefore, the project would not expose people or structures to potential effects resulting from landslides, and no impact would occur.

NO IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

A significant impact would occur if construction activities or proposed uses would result in substantial soil erosion or loss of topsoil. Project construction would result in ground surface disturbance during site clearance and grading, which could create the potential for soil erosion. SBMC Section 8.600.410A requires the project to comply with any conditions and requirements established by the NPDES permit (further described in Section 10, *Hydrology and Water Quality*, of this Initial Study) or other permits that are reasonably related to the reduction or elimination of pollutants in stormwater from the construction site and any condition and/or requirements established by the City to protect specific watersheds or drainage basin. Compliance with standard conditions and best management practices already required through the City's building review

process would minimize any potential for substantial soil erosion. Impacts related to erosion would be less than significant.

The project site is currently developed, and redevelopment of the site under the proposed project would not require extensive grading that would result in the substantial loss of topsoil. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

See the responses to checklist items 7.a.3 and 7.a.4 for discussions related to liquefaction and landslide potential, respectively.

Subsidence and ground collapse generally occur in areas with active withdrawal of groundwater or petroleum. Extraction of these fluids from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not located within or near a petroleum field; therefore, subsidence related to petroleum extraction would not occur (County of Ventura 2011, Figure 1.4.7).

Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. According to Figure 4.6-5 of the 2005 General Plan EIR, the project site is in an area with moderately expansive soils (City of Ventura 2005b).

The project would be required to implement standard construction practices that would ensure that the integrity of the project site and proposed structures are maintained. Construction would be required to comply with the CBC and SBMC, which are designed to ensure safe construction and include building foundation requirements appropriate to site conditions. The project would also, as discussed in checklist item 7.a.3, be subject to the standard City requirement to submit a geotechnical evaluation to the City addressing all potential soil hazards. Thus, with implementation of building code requirements, and standard City requirements and review procedures, the potential for landslide, lateral spreading, subsidence, liquefaction, collapse or effects from expansive soils would be low and associated impacts would be less than significant.

LESS THAN SIGNIFICANT 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 project would connect to existing sewer lines serving the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact related to the use of septic tanks or alternative wastewater disposal systems would occur.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is in an urbanized area adjacent to U.S. 101. The site is fully developed and has been previously disturbed in conjunction with the construction of on-site development. There are no unique geologic features on the site. Due to the previous site disturbances, it is unlikely that unique paleontological exist on the site. Furthermore, the project would not involve extensive grading or excavation activities that would have the potential to disturb such resources. In the unlikely event that unanticipated unique paleontological resources are encountered during ground-disturbing activities associated with project construction (e.g., grading, excavation, or any other activity that disturbs the surface of the site), Mitigation Measure GEO-1 is required to reduce potential impacts to paleontological resources to a less than significant level by providing for the assessment and appropriate disposition of any paleontological resource found on the site. Implementation of Mitigation Measure GEO-1 would ensure that project construction would not result in destruction, damage, or loss of scientifically important undiscovered paleontological resources, thus reducing potential impacts to a less than significant level.

Mitigation Measure

GEO-1 Unanticipated Discovery of Paleontological Resources

If paleontological resources are discovered during excavation, grading, or construction, the construction manager shall immediately contact the City's Community Development Department Director, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Work shall not resume until authorized by the Planning Manager and the qualified paleontologist. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. Found deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

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

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 snowpack, 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 (CO₂ equivalent) in 2010. CO₂ emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010 (IPCC 2014).

Total United States GHG emissions were 6,456.7 million metric tons (MMT or gigatonnes) of CO₂e in 2017. In 2017, the industrial and transportation end-use sectors accounted for 30 percent and 29 percent, respectively, of GHG emissions (with electricity-related emissions distributed). The residential and commercial end-use sectors accounted for 15 percent and 16 percent of GHG emissions, respectively. Since 1990, U.S. emissions have increased at an average annual rate of 0.05 percent (United States Environmental Protection Agency [U.S. EPA] 2019).

Based on CARB's California Greenhouse Gas Inventory for 2000-2016, California produced 429.4 MMT of CO₂e in 2016 (CARB 2018b). The major source of GHGs in California is associated with transportation, contributing 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 23 percent of the state's GHG emissions. Electric power accounted for approximately 16 percent of the total emissions (CARB 2017a). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emission reduction targets as emissions fell below 431 MMT of CO₂e (CARB 2018).

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. CARB 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," which was signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO₂e. The Scoping Plan was approved by CARB on December 11, 2008 and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. 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.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update defined CARB's climate change priorities for the next five years and set the groundwork to reach post-2020 statewide goals. The update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

SENATE BILL 375

SB 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) 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 March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. SCAG was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 19 percent reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

SENATE BILL 32

On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB 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 (see below). 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 statewide per capita goals of six metric tons (MT) CO₂e by 2030 and two MT CO₂e by 2050 (CARB 2017). 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 the state (CARB 2017).

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. 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.

Methodology

Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (CAPCOA 2008). GHG emissions associated with the proposed project were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 (see Appendix A for CalEEMod worksheets).

Construction Emissions

CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction was assumed to begin in January 2020. The construction schedule and construction equipment list were based on CalEEMod defaults. It is assumed that all construction equipment used would be diesel-powered. The VCAPCD does not provide a recommended period of amortization for construction emissions. Therefore, because the jurisdiction of the South Coast Air Quality Management District (SCAQMD) is adjacent to that of VCAPCD, this analysis relies on the recommendation of SCAQMD to amortize construction emissions over a period of 30 years (the assumed life of the project), add amortized construction emissions to operational emissions, and compare combined annual emissions to the operational significance threshold (SCAQMD 2008).

Operational Emissions

CalEEMod calculates operational emissions of CO₂, CH₄, and N₂O associated with energy use, area sources, waste generation, water use and conveyance. CalEEMod also calculates emissions of CO₂ and CH₄ generated by project-generated vehicle trips (i.e., mobile sources). However, CalEEMod does not calculate N₂O emissions from mobile sources; therefore, N₂O emissions were quantified separately using guidance from CARB (see *Mobile Source Emissions* for a detailed discussion of methodology).

Significance Thresholds

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

The adopted CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. In late 2015, the California Supreme Court's Newhall Ranch decision confirmed that there are multiple potential pathways for evaluating GHG emissions consistent with CEQA, depending on the circumstances of a given project (Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal. 4th 204). Given the legislative attention and judicial action regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed through the year 2050, the Association of Environmental Professionals' (AEP) Climate Change Committee published a white paper in October 2016 to provide guidance on defensible GHG thresholds for use in CEQA analyses and GHG reduction targets in climate action plans in light of the change in focus on the 2030 reduction target and questions raised in the Newhall Ranch case. The AEP Climate Change Committee white paper identified seven thresholds for operational emissions. The following four methods described are the most widely used evaluation criteria:⁵

1. **Consistency with a Qualified GHG Reduction Plan.** For a project located within a jurisdiction that has adopted a qualified GHG reduction plan (as defined by CEQA Guidelines Section 15183.5), GHG emissions would be less than significant if the project is anticipated by the plan and fully consistent with the plan. However, projects with a horizon year beyond 2020 should not tier from a plan that is qualified up to 2020.
2. **Bright line Thresholds.** There are two types of bright line thresholds:
 - **Standalone Threshold.** Emissions exceeding standalone thresholds would be considered significant.
 - **Screening Threshold.** Emissions exceeding screening thresholds would require evaluation using a second-tier threshold, such as an efficiency threshold or other threshold concept to determine whether project emissions would be considered significant.
3. **Efficiency Thresholds.** Land use sector efficiency thresholds are currently based on AB 32 targets and should not be used for projects with a horizon year beyond 2020. Efficiency metrics should be adjusted for 2030 and include applicable land uses.
4. **Percent Below "Business as Usual" (BAU).** GHG emissions would be less than significant if the project reduces BAU emissions by the same amount as the statewide 2020 reductions. However, this method is no longer recommended following the Newhall Ranch ruling.

⁵ The three other thresholds are best management practices/best available mitigation, compliance with regulations, and a hybrid threshold concept: separate transportation and non-transportation threshold. These are not commonly used and do not specifically apply to this project.

The City of Ventura has not adopted a qualified GHG reduction plan; therefore, Option 1 cannot be utilized for the proposed project. Furthermore, BAU emissions are no longer recommended following the Newhall Ranch ruling; therefore, Option 4 cannot be utilized for the proposed project. Therefore, Option 2 and 3 apply to the proposed project.

The VCAPCD has not established quantitative significance thresholds for evaluating GHG emissions in CEQA analyses. Instead, VCAPCD recommends using the California Air Pollution Control Officers Association *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act* white paper and other resources when developing GHG evaluations (VCAPCD 2006). Because VCAPCD has not established a specific GHG threshold, it is appropriate to refer to guidance from other similar agencies when discussing GHG emissions. In recent CEQA documents adopted/certified by the City of Ventura, the City has relied on guidance published by the South Coast Air Quality Management District (SCAQMD), which is located immediately adjacent to VCAPCD's jurisdiction within the same regional planning area overseen by SCAG (City of Ventura 2015, 2016c, and 2017).

In the latest guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, the SCAQMD considered a tiered approach to determine the significance of residential and commercial projects. The draft tiered approach was established based on the requirements of AB 32 and is outlined in the meeting minutes, dated September 29, 2010 (SCAQMD 2010). Additionally, these thresholds are detailed in SCAQMD's *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* (SCAQMD 2008).

The SCAQMD significance threshold was developed to reflect a 90 percent capture rate tied to the 2050 reduction target established in the Governor's Executive Order S-3-05, which sets a GHG reduction target of 90 percent below current levels by 2050 (SCAQMD 2008). Therefore, the most appropriate threshold for the project is the bright line threshold of 3,000 MT of CO₂e recommended by SCAQMD. As such, the project would result in a significant impact if project-generated emissions exceed the SCAQMD bright line threshold of 3,000 MT of CO₂e per year.

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

Project construction is assumed to occur over a period of approximately 5 months, based on CalEEMod default assumptions. Based on CalEEMod modeling results, construction activities for the project would generate an estimated 69 MT of CO₂e per year (Table 9). Amortized over a 30-year period (the assumed life of the project per SCAQMD guidance), project construction would generate about 2 MT of CO₂e per year.

Table 10 summarizes the project's operational GHG emissions, and its combined construction and operational emissions. Once construction activities are complete, the source of GHG emissions associated with the project would be mainly from energy consumption and vehicle trips (mobile source). A breakdown of emissions by source type is available in the CalEEMod modeling worksheets in Appendix A of this report.

As shown in Table 10, the increase in annual emissions from both construction and operation of the proposed project would total approximately 1,009 MT of CO₂e. These emissions would not exceed the 3,000 MT of CO₂e per year threshold. Therefore, project impacts would be less than significant.

Table 9 Estimated Construction GHG Emissions

Year	Project Emissions (MT of CO ₂ e per year)
Total	68.6
Total Amortized over 30 Years	2.3
See Appendix A for CalEEMod worksheets.	

Table 10 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT of CO ₂ e)
Construction	2.3
Operational	
Area	<1.0
Energy	63.1
Solid Waste	8.8
Water	2.0
Mobile	
CO ₂ and CH ₄	913.4
N ₂ O	19.5
Total	1,009.1
Threshold	3,000
Threshold Exceeded?	No
See Appendix A for CalEEMod worksheets.	

LESS THAN SIGNIFICANT IMPACT

- b. Would the project conflict with an 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 proposed project would involve demolishing and removing the existing Arby's fast-food restaurant located in the eastern portion of the commercial center and constructing a Starbucks with a drive-through lane. The project site is located on East Main Street and is within 0.2 mile of the Main & Mills bus stop, which is served by Gold Coast Route 11. Because it would provide a local-serving commercial use and local employment opportunities on an infill development site with access to transit and nearby residences, the project fulfills several land use objectives of SCAG's RTP/SCS, including reflecting changing population and demands, providing more options for shorter trips, and planning for and focusing new growth around livable transportation corridors.

Furthermore, State policies to reduce GHG emissions associated with energy use, including the Renewable Portfolio Standard and Title 24 of the California Building Code, would reduce anticipated emissions associated with the proposed project. Overall, the project would be consistent with applicable land use and zoning designations, make the project site and use compatible with the surrounding area, and would not conflict with any state regulations intended to reduce GHG emissions statewide. As discussed in the response to checklist item 7a, annual GHG emissions for the proposed project would be less than the threshold of 3,000 MT of CO₂e per year established by the SCAQMD. Therefore, the project would not conflict with plans and policies aimed at reducing GHG emissions and such impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input 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 checked="" type="checkbox"/>	<input 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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site is in an urban area immediately surrounded by commercial development and the U.S. 101 corridor and already been disturbed and graded. The schools nearest to the site are Pacific High School located approximately 0.25 miles northeast of the site, and Blanche Reynolds Elementary School, located approximately 0.4 miles west of the project site.

The Ventura County Sheriff Office of Emergency Services (OES) is responsible for countywide disaster planning, mitigation, response, and recovery activities. Disaster planning, training and exercises, public education, emergency alert and warning, and disaster assistance coordination are all included within OES activities. Ready Ventura County is the governmental entity that provides disaster information for the City of Ventura (Ventura County 2019). The 2015 Ventura County Multi-Hazard Mitigation Plan (MHMP), prepared for Ventura County, gives guidance for emergencies including hazards and threats such as a major earthquake, hazardous material incident, wildland fire, flooding, landslide, civil unrest, transportation, and terrorism threat, among other local hazards. The MHMP additionally outlines planning, hazards and vulnerability analysis, capability assessment, mitigation strategies, and plan maintenance ensuring future implementation of the plan (Ventura County 2015).

- 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?*

Construction and operation of the project would not involve the use or transport of hazardous materials beyond those used in operation of typical construction equipment or typical cleaning and landscaping materials. Materials used for construction would be transported to and within the project site for regular construction activities, and may include diesel fuel, lubricants, adhesives, cleaning solutions, and chemical toilets. The amount of hazardous materials used during project operation (such as cleaning solutions, pesticides, and fertilizers) would not be substantial and would not pose a risk to the public or environment. Hazardous materials use and transport during both construction and operation of the project would comply with pertinent federal, state, and City regulations regarding their storage, on-site use, and off-site disposal. Compliance with applicable regulations would ensure the project has a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- 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?*

As discussed in the Environmental Setting, the schools nearest to the site are Pacific High School located approximately 0.25 miles northeast of the site, and Blanche Reynolds Elementary School, located approximately 0.4 miles west of the project site. Although potentially hazardous materials such as fuels, lubricants, solvents, and oils could be used during demolition, construction and operation of the proposed project, the transport, use, and storage of any and all hazardous materials would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. The proposed commercial project would not involve the use of large quantities of hazardous materials;

therefore, impacts associated with hazardous emissions and hazardous materials near a school would be less than significant.

NO IMPACT

- d. *Would the project 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?*

The following databases compiled pursuant to Government Code Section 65962.5 were checked for known hazardous materials contamination at the project site:

- State Water Resources Control Board Geotracker (<http://geotracker.waterboards.ca.gov/>)
- U.S. EPA's RCRA Info site (<https://www3.epa.gov/enviro/facts/rcrainfo/search.html>)
- USESPA's Permit Compliance System (PCS) and Integrated Compliance Information System (ICIS) databases in Envirofacts regarding facilities registered with the federal enforcement and compliance (FE&C) and holding National Pollutant Discharge Elimination System (NPDES) permits (<https://www3.epa.gov/enviro/facts/pes-icis/search.html>)
- DTSC EnviroStor Database (<https://www.envirostor.dtsc.ca.gov/public/>)
- U.S. EPA CERCLIS (Superfund site) database (<https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm>)

The following hazardous materials sites were located within 1,000 feet of the project site:

- Exxon Leaking Underground Storage Tank (LUST) Cleanup Site – Case closed (3500 Main St E, Ventura, CA 93003)
- Mobile Oil SS LUST Cleanup Site – Case closed (3500 MAIN ST VENTURA, CA 93003)
- ARCO LUST Cleanup Site – Case closed (605 MILLS RD VENTURA, CA 93003)
- Chevron LUST Cleanup Site – Case closed (3449 MAIN ST VENTURA, CA 93003)
- Montgomery Wards LUST Cleanup Site – Case closed (500 MILLS RD VENTURA, CA 93003)
- Arco Station Waste Discharge Requirement (WDR) Site – Historical (605 MILLS RD Ventura, CA 93003)

All these cases are either closed or historical and, therefore, would not create a significant threat to the public or the environment. Impacts would be less than significant.

LESS THAN SIGNIFICANT 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 or excessive noise for people residing or working in the project area?*

The project site is not located in an airport land use plan area, or within two miles of a public or private airport. The closest airports are the Oxnard Airport, approximately 4.5 miles south/southeast of the project site; the Camarillo Airport, approximately 8.5 miles southeast of the project site; and the Santa Paula Airport, approximately 11.6 miles northeast of the project site. Since the project site is not subject to hazards from these airports due to distance, there would be no impact.

NO IMPACT

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

As discussed in Section 17, *Transportation*, of this Initial Study, the proposed project is forecast to result in no significant traffic impacts. The project would not substantially alter the amount or arrangement of development on the project site compared to existing conditions. Additionally, the project would be required to conform to applicable California Fire Code standards. Submittal of plans in conformance with California Fire Code standards would be a condition of project approval and compliance would be confirmed as part of the Building and Safety plan check process. Therefore, implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

NO IMPACT

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

The project site is not in or near a designated very high fire hazard severity zone of local, state, or federal responsibility according to the California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program, Very High Fire Hazard Severity Zones Map for Ventura County (CAL FIRE 2016; CAL FIRE 2019). Therefore, no impact related to wildland fire would occur.

NO IMPACT

10 Hydrology and Water Quality

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

Environmental Setting

The federal Clean Water Act establishes the framework for regulating discharges to waters of the U.S. to protect their beneficial uses. The Porter-Cologne Water Quality Act (Division 7 of the California Water Code) regulates water quality within California and establishes the authority of the State Water Resources Control Board and the nine regional water boards. For storm water, development projects are required by the State Board to provide careful management and close monitoring of runoff during construction, including onsite erosion protection, sediment management and prevention of non-storm discharges. The Regional and State Boards issue National Pollution Discharge Elimination System (NPDES) permits to regulate specific discharges. The NPDES permit requires that development projects provide for ongoing treatment of storm water on the site, using low-impact design (LID), infiltration, or onsite reuse, to address project runoff using specific design criteria.

Rainfall in the City of San Buenaventura generally drains from the hills along the City's northern edge to the Ventura River, Santa Clara River, or Pacific Ocean (City of San Buenaventura 2005b). The Ventura County Watershed Protection District (VCWPD) has jurisdiction over and maintains approximately 20 natural barrancas and concrete channels that serve as major drainages in the City. The City owns and/or maintains local drainage facilities in the City. Most City drainage facilities are designed to convey runoff generated from a 10-year storm event within the storm drain, while City streets convey flows above the 10-year storm.

According to the Regional Water Quality Control Board (RWQCB) Clean Water Act (CWA) 303(d) List of Water Quality Limited Segments, there are no areas in the project area where water quality is a concern (SWRCB 2011). Water quality is subject to seasonal variation. Common sources of water quality degradation in the Ventura area include surface runoff from oil fields, agricultural areas, urban land uses, and natural sedimentation. Best Management Practices (BMPs) are typically employed during construction to maintain water quality and must be consistent with anticipated pollutant loads and water quality objectives.

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Construction activities would include demolishing the former Arby's fast-food restaurant building and building a new Starbucks Coffee Shop, with no significant ground-disturbing activities larger than one acre (proposed disturbance area is 23,795 square feet or approximately 0.54 acres). Therefore, the project applicant would not be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity.

The project applicant would be required to comply with the Development Construction section of the Ventura County Municipal Separate Storm Sewer Systems (MS4) permit. The project applicant would be required to implement both structural and non-structural BMPs to prevent illicit construction-related discharges to the MS4 as well as implement and maintain controls that reduce pollutants in stormwater runoff from causing and contributing to water quality standards violations. These BMPs would be implemented and maintained through the entirety of the construction process.

The project would be subject to the requirements in the Planning and Land Development section of a Ventura County (MS4) permit. Site-specific BMPs that treat stormwater prior to being discharged offsite would be designed and built following design requirements in the Ventura County MS4 Permit. The Ventura County MS4 permit establishes limits for the concentration of contaminants

entering the storm drain system. Passive stormwater treatment BMPs should be used consistent with requirements outlined in the Ventura County MS4 Permit and City of Ventura General Plan Policy Action 5.17.

The project is required to comply with trash discharge provisions contained in the Water Quality Control Plan Ocean Waters of California 2015 (California Ocean Plan). Development projects defined as Priority Land Uses by the California Ocean Plan are required to design and construct State certified Full Capture System devices, as defined by California Ocean Plan, to capture trash pollutants from runoff prior to discharge to surface waters of the State or where it may be discharged into surface waters of the State. The project site is defined as commercial in the California Ocean Plan. Additionally, the applicant would be required to design storm drains that conform to the standards approved by the City Engineer.

Conformance with the NPDES permitting system, MS4 permit, and California Ocean Plan requirements would reduce water quality and waste discharge impacts from runoff during long-term operational activities, and impacts would be less than significant.

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

The project site lies in the Mound Groundwater Subbasin, in the northern part of the Ventura coastal plain in the western part of the Santa Clara River Valley Groundwater Basin. Total storage capacity is estimated at about 153,000 AF, using an area of about 12,200 acres, an average waterbearing thickness of 150 feet, and an average specific yield of 8 percent (California's Groundwater 2006).

Because project construction would not involve substantial excavation to depths where groundwater occurs and would not involve construction of wells to access groundwater, the project would not directly interfere with the groundwater table. Furthermore, the project would, as shown in Figure 5, introduce additional pervious surfaces to the site through landscaping, which would decrease the amount of on-site impermeable surfaces. Therefore, impacts related to depletion of groundwater supplies and groundwater recharge would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c.(i) 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 or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*
- c.(ii) 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 or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iii) 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 or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

- c.(iv) 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 or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*

The project site is currently developed with a vacant building on site. Compared with the building already on the project site, the proposed Starbucks building would not increase the existing coverage of impervious surfaces or significantly modify drainage patterns in a way that would increase surface runoff or risk of flooding on-or off-site. The project would, as shown in Figure 5, introduce additional pervious surfaces to the site through landscaping, which would incrementally decrease the amount of on-site impermeable surfaces. Additionally, there are no existing streams, rivers or other types of natural drainage features on the project site. Therefore, the project would not modify existing drainage patterns through alteration of a stream or river, or increase the coverage of impervious surfaces, and there would be no project impacts to existing hydrology.

NO IMPACT

- d. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

The project site is approximately 1.5 miles from the shoreline. Per the project site plans, the site is situated at an elevation of approximately 31 feet above sea level. The project site is not designated as Tsunami Inundation Area according to the California Department of Conservation's Tsunami Inundation Maps (CDOC 2015b) and is therefore not at risk of being impacted by a tsunami. The project site is also not located near any large bodies of water subject to seiche. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) covering this area, the only part of the project site located in a special flood hazard area subject to inundation by a 1% annual chance ("100-year") flood is a strip of land along Mills Road that would be outside the part of the site where the new Starbucks building would be constructed. The rest of the project site is in an area of 0.2% annual ("500-year") chance flood hazard (FEMA 2010). Construction and operation of the proposed project would not significantly change the current drainage pattern of or otherwise increase flood risks on or off the project site. Therefore, the project would not risk release of pollutants due to project inundation in flood, tsunami or seiche zones, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The proposed project would not include the direct extraction of groundwater and would not consume excess water outside of regular use in a coffee shop with landscaping. Therefore, the proposed project would not interfere with or obstruct implementation of water quality standards or substantially degrade surface or ground water quality. No impact would occur.

NO IMPACT

11 Land Use and Planning

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

Environmental Setting

The project site is in a mostly commercial area of Midtown Ventura, although there are some other uses, such as homes, churches, and schools, within ¼ mile of the site. . The site has historically been and continues to be occupied by commercial uses. It has a General Plan land use designation of Commerce and is zoned C-2, General Commercial.

a. *Would the project physically divide an established community?*

The proposed project would involve demolishing and removing the former Arby's fast-food restaurant building and constructing a Starbucks Coffee Shop with a drive-through lane. The proposed project would not involve any facility that would physically divide an established community. Therefore, no impact would occur.

NO IMPACT

b. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The project site has a General Plan land use designation of Commerce and is zoned C-2, General Commercial. The proposed project would involve constructing a Starbucks Coffee Shop with a drive-through lane, which is compatible with the project site's zoning and General Plan land use designation. The project applicant would be required to adhere to applicable development standards in the C-2 zone. The project applicant would also be required to comply with all mitigation measures included in this Initial Study to reduce specific, identified environmental impacts to a less than significant level, and with any other conditions of approval required of the project by the City. Therefore, the project would not conflict with an applicable land use plan or other plan adopted for mitigating environmental effects and no impact would occur.

NO IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Mineral resources are usually mineral derivatives but can include geothermal and natural gas deposits. Because mineral resources can take millions of years to replenish naturally after extraction, they are considered “nonrenewable” resources. The two principal mineral resources within the City of San Buenaventura Planning Area are aggregate and petroleum resources. The City of San Buenaventura’s Planning Area is located within the Western Ventura production-consumption region (PCR), as designated by the California Geological Survey (CGS). Currently there are no active aggregate mining activities. While oil production (petroleum) has played an integral role in the development of parts of Ventura, especially the west Ventura area, the project site is not in this area. The only remaining petroleum fields in the City Planning Area are in the foothills and the northern portion of the Ventura Avenue corridor, and the project site is in neither of these areas. There are no active mineral mining or petroleum fields on the project site.

Surface mines are regulated by the state of California in accordance with the Surface Mining and Reclamation Act (SMARA), PRC Sec. 2710 et seq., and through the County’s land use permitting processes. Pursuant to SMARA, the California State Mining and Geology Board oversees the Mineral Resource Zone (MRZ) classification system. According to the 2005 City of Ventura General Plan EIR, the project site is located in the “MRZ-1 area” indicates that no significant mineral deposits are known to be present in the area.

The California Code of Regulations (CCR) Sec. 3675 defines land uses that are compatible and incompatible with mining areas. Examples of compatible land uses include very low-density residential, recreational, agricultural, and grazing uses.

- 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?*

Per the 2005 General Plan EIR and as discussed in the Setting, the project site lies within a Mineral Resource Zone-1 (MRZ-1), as classified by the California Mining and Geology Board under the California Surface Mining and Reclamation Act of 1975 (City of Ventura 2005b). MRZ-1 indicates that no significant mineral deposits are known to be present on the project site. Therefore, no impact would occur.

NO IMPACT

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise Overview

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013a).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler et al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy; the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5

dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (10.5 times the sound energy) (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner in which noise reduces with distance depends on factors such as the source type (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013a). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013a). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce occupants’ exposure to noise as well. The FHWA’s guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The time of day when noise occurs and the duration of the noise are also important. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels are in the 60 to 65 dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (DNL), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013a). Noise levels described by DNL and CNEL usually differ by about 1 dBA. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range.

Vibration Overview

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building

components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2013b).

Vibration significance ranges from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, the general threshold where minor damage can occur in fragile buildings (FTA 2018). The general human response to different levels of groundborne vibration velocity levels is described in Table 11.

Table 11 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day
VdB = vibration decibels Source: FTA 2018	

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The Ventura General Plan Noise Element identifies noise-sensitive land uses as residences, schools, hotels, and hospitals (City of Ventura 2005a).

Project Noise Setting

The most prevalent source of noise in the project site vicinity is vehicular traffic on East Main Street, South Mills Road, and U.S. 101, which are located adjacent to the project site to the north, west, and east, respectively. Ambient noise levels are generally highest during the daytime and rush hour unless congestion substantially slows speeds, which tends to reduce ambient noise levels.

The predominant noise-sensitive land uses in the vicinity of the project site are multi-family residences located to the west and southwest, the closest of which are located at the Tradewinds Apartments at 3500 Preble Avenue approximately 300 feet southwest of the project site.

To characterize ambient sound levels at and near the project site, three 15-minute sound level measurements were conducted on July 18, 2019 during the AM peak traffic hour between 7:37 and 8:57 a.m. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Figure 11 shows the noise measurement locations, and Table 12 summarizes the results of the noise measurements. Detailed sound level measurement data are included in Appendix C.

Noise Measurement 1 measures ambient noise on the northern boundary of the project site along East Main Street; the primary noise source at this location is vehicular traffic on East Main Street. Noise Measurement 2 measures ambient noise west of the project site on South Mills Road; the primary noise source at this location is vehicular traffic on South Mills Road. Noise Measurement 3 measures ambient noise at the nearest sensitive receivers, which are multi-family residences located at 3500 Preble Avenue; the primary noise source at this location is vehicular traffic on Preble Avenue and U.S. 101.

Table 12 Project Site Sound Level Monitoring Results

#	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)
1	Northern boundary of the project site along East Main Street	7:37 – 7:52 a.m.	40 feet from centerline of East Main Street	75
2	Adjacent to multi-family residences at 3500 Preble Avenue	8:18 – 8:33 a.m.	20 feet from centerline of Preble Avenue and 360 feet from centerline of U.S. 101	65
3	Adjacent to Ford dealership on South Mills Road west of the project site	8:42 – 8:57 a.m.	25 feet from centerline of South Mills Road	64

L_{eq} = equivalent noise level, dBA = A-weighted decibel

See Appendix C for noise monitoring data. See Figure 11 for noise measurement locations.

Regulatory Setting

San Buenaventura Municipal Code

Chapter 10.650 (Noise Control) of the SBMC establishes noise regulations to prohibit noise that is detrimental to the health and welfare of its residents by controlling unnecessary, excessive, and annoying noise in the City. SBMC Section 10.650.130(B) establishes exterior noise levels for four noise zones, which are shown in Table 13. SBMC Section 10.650.130(B)(2) states that the noise level when measured on any receiving property may not exceed the following limits:

- The exterior noise level for a total period of more than 30 minutes in any consecutive 60 minutes;
- The exterior noise level plus 5 dB for a total period of more than 15 minutes in any consecutive 60 minutes;
- The exterior noise level plus 10 dB for a total period of more than 5 minutes in any consecutive 60 minutes;
- The exterior noise level plus 15 dB for a total period of more than one minute in any consecutive 60 minutes; or
- The exterior noise level plus 20 dB for any period of time.

Figure 11 Noise Measurement Locations



Table 13 Noise Zone Exterior Noise Levels

Zone	Designated Zone	Time Interval	Exterior Noise Levels (dBA L _{eq})
I	Noise sensitive properties	7:00 a.m. – 10:00 p.m.	50
		10:00 p.m. – 7:00 a.m.	45
II	Residential properties	7:00 a.m. – 10:00 p.m.	50
		10:00 p.m. – 7:00 a.m.	45
III	Commercial properties	7:00 a.m. – 10:00 p.m.	60
		10:00 p.m. – 7:00 a.m.	55
IV	Industrial and agricultural	Anytime	70

L_{eq} = equivalent noise level, dBA = A-weighted decibel
Source: SBMC Section 10.650.130(B)

SBMC Section 10.650.130(B)(4) states that if the ambient noise level exceeds that permissible for any of the noise level limits stated above, the noise level limit shall be increased in 5 dB increments as appropriate to encompass or reflect said ambient noise level. In the event the ambient noise level exceeds the fifth exterior noise level limit, this noise level limit shall be increased to the maximum ambient noise level. SBMC Section 10.650.130(B)(4) states that if the measurement location is on a boundary between two different designated noise zones, the lower noise level limit applicable to the two zones shall apply.

SBMC Section 10.650.150(C) states that no person shall operate any machinery, equipment, pump, fan, air-conditioning apparatus, or tool of any nature or similar mechanical device so as to create any noise that exceeds the noise level limits set forth in SBMC Section 10.650.130(B). SBMC Section 10.650.150(D) states that construction activities may not create any noise which exceeds the noise level limits in SBMC Section 10.650.130(B) between the hours of 8:00 p.m. and 7:00 a.m. However, construction activities are permitted between the hours of 7:00 a.m. and 8:00 p.m.

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

Temporary Construction Noise Impacts

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise-sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment.

For the construction noise assessment, construction equipment can be considered to operate in two modes: stationary and mobile. As a rule, stationary equipment operates in a single location for one or more days at a time, with either fixed-power operation (e.g., pumps, generators, and compressors) or variable-power operation (e.g., pile drivers, rock drills, and pavement breakers). Mobile equipment moves around the construction site with power applied in cyclic fashion, such as bulldozers, graders, and loaders (FTA 2018). Noise impacts from stationary equipment are assessed

from the center of the equipment, while noise impacts from mobile construction equipment are assessed from the center of the equipment activity area (e.g., construction site).

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle, or percent of operational time, of the activity to determine the L_{eq} of the operation (FTA 2018).

Each phase of demolition and construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some may have higher temporary or intermittent noise levels from operation of high-impact construction equipment such as jackhammers. The maximum hourly L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase (FTA 2018). In typical demolition and construction projects, grading activities generate the highest noise levels because grading involves the largest equipment and covers the greatest area.

Project demolition and construction is estimated to occur over five months. Construction phases would include demolition, site preparation, grading, building construction, paving, and architectural coating. Construction would not require any blasting or pile driving. The construction equipment list for each phase was based on CalEEMod defaults (see Appendix A). It is assumed that diesel engines would power all construction equipment. For assessment purposes, and to be conservative, the maximum hourly noise level that would occur during all phases of demolition and construction activities has been used for assessment. Noise levels during the loudest hour are based on a concrete saw, a backhoe, and a dozer operating simultaneously during the demolition phase. Due to the dynamic nature of construction, maximum hourly noise levels were calculated from the center of the site (which is generally the location of the existing one-story building). Construction noise levels at the nearest residential receivers on Preble Avenue southwest of the site were evaluated at a distance of 370 feet, the approximate distance from the nearest residences to the center of the project site. Using the FHWA RCNM to estimate noise associated with construction equipment, maximum hourly noise levels were calculated to be approximately 67 dBA L_{eq} at the nearest residential receivers to the southwest of the project site (see Appendix C for RCNM calculations).

The existing ambient noise level at the nearest residences is approximately 65 dBA L_{eq} (see Table 12). Construction noise levels could be a maximum of 67 dBA L_{eq} at the nearest sensitive receptor; therefore, construction would be audible above existing ambient noise levels. Although the City of San Buenaventura has not adopted any specific construction noise thresholds, construction would generate temporary noise in excess of ambient noise levels for the approximately five-month construction period. However, the project applicant would be required to adhere to construction activity limitations specified in SBMC Section 10.650.130(D). Therefore, impacts would be less than significant.

On-site Operational Noise Impacts

Operational noise impacts would be considered significant if the proposed project would result in an exceedance of the exterior noise level limits as established in SBMC Section 10.650.130(B) and summarized under *Regulatory Setting*. Because the project would generate continuous noise over the course of the day (i.e., for a period of more than 30 minutes in any consecutive 60 minutes), the applicable noise level limit for operational noise impacts is the exterior noise level for each noise zone as shown in Table 13. However, as shown in Table 12, the daytime ambient noise level at the nearest commercial property adjacent to the west (i.e., the existing gas station) is approximately 75

dBA L_{eq} , which exceeds the daytime exterior noise level limit of 60 dBA L_{eq} for commercial properties. In addition, the daytime ambient noise level at the nearest residential property is approximately 65 dBA L_{eq} , which exceeds the daytime exterior noise level limit of 50 dBA L_{eq} for residential properties. Therefore, the ambient noise levels exceed the noise level limits set forth by SBMC Section 10.650.130(B)(2). SBMC Section 10.650.130(b)(4), states that if the ambient noise level exceeds that permissible for any of the noise level limits stated above, the noise level limit shall be increased in 5 dB increments as appropriate to encompass or reflect said ambient noise level. Therefore, the daytime exterior noise level limits applicable to the project are 75 dBA L_{eq} for the commercial property adjacent to the west (i.e., the existing gas station) and 65 dBA L_{eq} for the residential property to the southwest. This analysis utilizes these adjusted daytime exterior noise level limits and the nighttime exterior noise level limits as shown in Table 13 as the thresholds to determine the significance of operational noise impacts.

Heating, Ventilation, and Air Conditioning Equipment

HVAC equipment would be located on the roof of the proposed commercial building. This equipment typically has noise shielding cabinets, is placed on the roof or within mechanical equipment rooms and is not usually a significant source of noise. Noise from HVAC equipment ranges from 60 to 70 dBA L_{eq} at 15 feet from the source (Illingworth & Rodkin 2009). For a conservative estimate, this analysis assumes that HVAC equipment generates a noise level of 70 dBA L_{eq} at 15 feet from the source. Rooftop HVAC equipment could be located as close as approximately 110 feet from the nearest commercial property and approximately 365 feet from the nearest residential property. With a noise attenuation of 6 dBA per doubling of distance, noise from rooftop HVAC equipment would be approximately 53 dBA L_{eq} at the nearest commercial property and approximately 42 dBA L_{eq} at the nearest residential property.

Drive-through Lane

The project would include construction of a drive-through Starbucks that would generate noise from idling passenger vehicles, engine ignition, microphones, and conversation. Based on representative noise measurements conducted by Rincon in 2016 for the San Ramon Drive-Thru Development Noise Study, a drive-through lane generates a noise level of approximately 66 dBA L_{eq} at 30 feet (Rincon 2016). The proposed drive-through lane speaker (the primary noise source of the drive-through lane) would be located approximately 130 feet from the nearest commercial property and approximately 360 feet from the nearest residential property. With a noise attenuation rate of 6 dBA per doubling of distance, noise from the drive-through restaurant would be approximately 53 dBA L_{eq} at the nearest commercial property and approximately 44 dBA L_{eq} at the nearest residential property. However, drive-through lane noise at the nearest residential property would be partially attenuated by the existing commercial building southwest of the proposed drive-through lane, which would block line of sight between the drive-through lane and the nearest residential property. This would provide a reduction of approximately 5 dBA (FHWA 2011). Therefore, drive-through lane noise at the nearest residential property would be approximately 39 dBA L_{eq} .

Overall Continuous On-Site Operational Noise

To determine the total continuous operational noise level at the project site's property line, the sum of HVAC equipment and drive-through lane noise was calculated. The total continuous on-site operational noises are summarized in Table 14. As shown therein, operational activities on the project site would generate noise levels of approximately 56 dBA L_{eq} at the nearest commercial property and 44 dBA L_{eq} at the nearest residential property. Therefore, operational noise would not

exceed the daytime exterior noise level limits applicable to the project of 75 dBA L_{eq} for the commercial property to the west and 65 dBA L_{eq} for the residential property to the southwest. Furthermore, during early morning operations between 5:00 a.m. and 7:00 a.m., operational noise would not exceed the nighttime exterior noise level limit of 45 dBA L_{eq} for the residential property to the southwest. However, operational noise between 5:00 a.m. to 7:00 a.m. would exceed the nighttime exterior noise level limit of 55 dBA L_{eq} for the commercial property to the west. As a result, operational noise impacts would be potentially significant and implementation of Mitigation Measure N-1 would be required to reduce impacts to a less than significant level.

Table 14 Total Operational Noise

Noise Source	Noise Level at the Nearest Commercial Property Line (dBA L_{eq})	Noise Level at the Nearest Residential Property Line (dBA L_{eq})
HVAC Equipment	53	42
Drive-Through Queue	53	39
Summed dBA L_{eq}	56	44

Off-site Traffic Noise Impacts

The proposed project would generate new vehicle trips and incrementally increase traffic on area roadways, which would increase roadway noise on East Main Street and South Mills Road. Although the existing commercial building is currently vacant, this analysis accounts for former vehicle trips generated by the prior uses on the project site because the commercial building was in operation at the time the traffic study was completed. The City of Ventura has not adopted a threshold for evaluating roadway noise impacts; therefore, this analysis utilizes a threshold of 3 dBA, which is the level at which a change in noise would be barely perceptible, to evaluate the significance of roadway noise impacts.

Existing and cumulative traffic volumes were based on the Traffic Impact Analysis prepared for the project by Ganddini Group, Inc., which is included as Appendix B (Ganddini 2019). Roadway noise impacts were assessed on East Main Street and South Mills Road because these are the road segments that would capture worst-case potential roadway noise impacts. Based on information provided in the Traffic Impact Analysis, approximately 15 percent of inbound trips and approximately 40 percent of outbound trips would utilize South Mills Road to access the project site, and approximately 85 percent of inbound trips and approximately 60 percent of outbound trips would utilize East Main Street to access the project site (Ganddini 2019). Therefore, of the approximately 2,483 vehicle trips generated by the project, approximately 683 trips would utilize South Mills Road and approximately 1,800 trips would utilize East Main Street.

Existing and cumulative traffic volumes were estimated based on the industry standard assumption that peak hour traffic volumes are equal to ten percent of roadway average daily traffic (ADT), and using AM peak hour traffic volumes because this is the peak hour that would be most impacted by project-related trips (Precision Traffic & Safety Systems 2018). Existing and cumulative traffic volumes, as well as project impacts to roadway noise levels under existing and cumulative conditions, are summarized in Table 15 and Table 16, respectively.

As shown in Table 15, under existing plus project conditions, project traffic would increase noise levels by approximately 0.2 dBA on East Main Street and by approximately 0.5 dBA on South Mills

Road. This increase in the roadway noise level under existing plus project conditions would not exceed the threshold of 3 dBA and would not be perceptible. Therefore, under existing with project conditions, the project's roadway noise impacts would be less than significant.

Cumulative development and ambient growth in the project area would contribute additional traffic to local roadways. As shown in Table 16, cumulative growth plus the proposed project would increase ambient noise levels by approximately 0.2 dBA on East Main Street and by approximately 0.6dBA on South Mills Road. This increase in the roadway noise level under cumulative plus project conditions would not exceed the threshold of 3dBA and would not be perceptible. Therefore, cumulative impacts related to roadway noise would be less than significant, and the project would not make a cumulatively considerable contribution to a cumulative roadway noise impact.

Table 15 Existing Plus Project Roadway Noise Increases

Road Segment	Existing Traffic Volume	Existing plus Project Traffic Volume	Percentage Increase in Traffic Volume	Increase in Noise Level (dBA)
East Main Street	43,790	45,590	4.1%	0.2
South Mills Road	5,090	5,773	13.4%	0.5
See Appendix C for roadway noise calculations.				

Table 16 Cumulative plus Project Roadway Noise Increases

Road Segment	Existing Traffic Volume	Cumulative plus Project Traffic Volume	Percentage Increase in Traffic Volume	Increase in Noise Level (dBA)
East Main Street	43,790	46,290	5.7%	0.2
South Mills Road	5,090	5,843	14.8%	0.6
See Appendix C for roadway noise calculations.				

Mitigation Measure

N-1 HVAC Equipment Noise Reduction Measures

Rooftop HVAC equipment shall be shielded by installation of a screen, parapet, or cabinet around the HVAC unit. For an effective noise barrier, the screen, parapet, or cabinet shall extend at least one foot above the rooftop unit and be of sufficient length to block line of sight between the HVAC unit and the commercial property to the west. The screen shall be designed to achieve at least a 5 dBA L_{eq} noise reduction.

Significance After Mitigation

Implementation of Mitigation Measure N-1 would reduce HVAC equipment noise at the commercial property to the west and the residential property to the southwest by approximately 5 dBA to approximately 48 dBA L_{eq} and 37 dBA L_{eq} , respectively. As a result, as shown in Table 17, operational noise would not exceed the nighttime exterior noise level limit of 45 dBA L_{eq} for the residential property to the southwest or the nighttime exterior noise level limit of 55 dBA L_{eq} for the commercial property to the west during early morning operations between 5:00 a.m. and 7:00 a.m. Operational noise impacts would be less than significant with mitigation incorporated.

Table 17 Total Operational Noise – Mitigated

Noise Source	Noise Level at the Nearest Commercial Property Line (dBA L _{eq})	Noise Level at the Nearest Residential Property Line (dBA L _{eq})
HVAC Equipment	48	37
Drive-Through Queue	53	39
Summed dBA L_{eq}	54	41

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

The City of Ventura has not adopted a significance threshold for vibration impacts during construction and operation. Therefore, the FTA guidelines set forth in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) are used to evaluate potential construction vibration impacts related to both potential building damage and human annoyance. Based on the FTA criteria, construction vibration impacts would be significant if vibration levels exceed 100 VdB, which is the general threshold where damage can occur to fragile buildings, or 72 VdB at residences during nighttime hours (FTA 2018).

Certain types of construction equipment can generate high levels of groundborne vibration. The equipment utilized during project construction that would generate the highest levels of vibration would include vibratory rollers, loaded haul trucks, and bulldozers. Construction vibration impacts are assessed for individual pieces of construction equipment in accordance with FTA guidance (FTA 2018). Due to site constraints and worker safety limitations, individual pieces of vibratory construction equipment typically do not operate in close proximity to each other such that any single offsite structure would experience substantial levels of vibration from multiple pieces of construction equipment. Therefore, the additive impacts of multiple pieces of vibratory construction equipment operating simultaneously are not evaluated. This analysis conservatively assumes construction equipment may operate at the western edge of the proposed area of disturbance within 40 feet of the nearest off-site commercial building located immediately west of the project site. All other structures near the project site would be located further than 40 feet from the edge of the project site and further than 40 feet from the edge of the nearest travel lane of East Main Street that loaded haul trucks may utilize. Therefore, impacts to these structures would be equal to or less than those analyzed at a distance of 40 feet.

As shown in Table 18, vibration levels from individual pieces of construction equipment would not exceed 100 VdB, the threshold at which damage can occur to fragile buildings. Construction vibration levels at all other buildings in the immediate vicinity would be less than the levels shown in Table 18 because vibration levels would attenuate with distance. Furthermore, vibration generated by project construction would not exceed the threshold of 72 VdB at the nearest residential uses to the southwest should construction occur during nighttime hours (10:00 p.m. to 7:00 a.m.). Therefore, construction-related vibration impacts would be less than significant.

As a commercial project, the proposed project would not generate significant stationary sources of vibration, such as manufacturing or heavy equipment operations. Therefore, project operation would not result in generation of excessive groundborne vibration or groundborne noise.

Table 18 Vibration Levels at Sensitive Receptors¹

Equipment	Estimated VdB at Nearest Building (40 feet)	Estimated VdB at Nearest Residence (300 feet)
Vibratory Roller	70	70
Large Bulldozer	59	59
Loaded Truck	34	34
Threshold	100	72
Threshold Exceeded?	No	No

VdB = vibration decibels

¹ Vibration levels are measured at the distance from the area of disturbance to the nearest structure. The nearest building to the area of disturbance is the existing commercial building on the project site immediately to the west of the proposed Starbucks building, and the nearest residence is the Tradewinds Apartments building to the southwest of the project site.

See Appendix C for vibration calculations.

LESS THAN SIGNIFICANT IMPACT

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

As discussed in Section 9, *Hazards and Hazardous Materials*, the project site is not located within an airport land use plan, or within two miles of a public or private airport. The closest airports are the Oxnard Airport, approximately 4.5 miles southeast of the project site; the Camarillo Airport, approximately 8.5 miles southeast of the project site; and the Santa Paula Airport, approximately 11.6 miles northeast of the project site. Therefore, the project would not expose people residing or working in the project area to excessive noise levels, and no impact would occur.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (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"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The project site has historically been and continues to be occupied by commercial uses. There are no residential structures on-site. The surrounding area is mostly commercial, but there are some other uses, such as homes, churches, and schools, within ¼ mile of the site, the closest of which is the Tradewinds Apartments at 3500 Preble Ave, approximately 600 feet southwest of the project site.

The California Department of Finance (CDOF) estimates that the January 2019 population of the City of San Buenaventura was 108,170 (CDOF 2019). In its 2016 RTP/SCS, the Southern California Council of Governments (SCAG) estimates that the City's population will increase to 125,300 by 2040, an increase of 14,031 (SCAG 2016).

- Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
- Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The proposed project would involve demolishing and removing the existing Arby's fast-food restaurant located in the eastern portion of the commercial center and constructing a Starbucks Coffee Shop with a drive-through lane. The construction and operation would generate 33 new job opportunities (as explained below), and includes no new residential construction, or demolition of existing housing.

The proposed project would require roughly 33 full time employees (United States Green Building Council 2008). The California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) contains population, housing

and employment growth forecasts. The proposed project would accommodate approximately 33 new jobs.⁶ It is likely these jobs would be filled by persons currently living in Ventura. Therefore, the project would not directly or indirectly result in population growth. Based on 2012 employment data from the 2016 RTP/SCS, there are 60,700 jobs in the City of Ventura. SCAG anticipates that citywide employment will increase by 5,300 jobs to 66,000 total jobs by 2040 (SCAG 2015). The project's forecasted 33 new jobs would be well within SCAG's regional job growth projection of 5,300 new jobs by 2040. Therefore, the project would not result in unplanned population growth or displacement of existing housing, and no impact would occur.

NO IMPACT

⁶ The estimated number of employees accommodated by the proposed project was determined based on an average employment rate of one employee per 92 square feet (United States Green Building Council 2008).

15 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"/>

Environmental Setting

Fire Services

The City of San Buenaventura Fire Department (VFD) responds to fire, medical, and disaster calls from six stations in the City and has a reciprocal agreement with the Ventura County Fire Protection District (VCFPD) to ensure that the City of San Buenaventura receives the swiftest service possible. The VFD has a goal to respond to emergency calls within four minutes, 90 percent of the time (City of San Buenaventura 2005a). The VFD is comprised of three Divisions – Operations, Administration, and Prevention. The Operations Division is responsible for activities and emergency responses of the Department's firefighting force. Station #5, the most centrally located (near the intersection of US 101 and SR 126), has a truck company and engine company. In addition, there is one battalion chief on duty at a time (assigned as the shift manager). The shift manager's quarters are adjacent to Station #2 near the intersection of Seaward Avenue and Main Street. While staff at any of the fire stations can respond to a call for service, based on proximity, the primary station responding to the project site would be Fire Station #5, which is located less than a mile to the east.

Police Services

The Ventura Police Department (VPD) provides police protection services within the City. The Project site is located in Beat 1, Reporting District 23 for the VPD. The VPD employs approximately

215 employees, with 137 officers and 78 professional staff. There were over 100,000 calls to VPD in 2018. This includes 911 calls, non-911 calls, walk-ins, and field-initiated calls by officers. The VPD's Strategic Plan: A Crime Fighting Blueprint for Our Community 2019-2021 provides goals and strategies for crime control, team development, active partnerships, safe neighborhood maintenance, and efficiency and accountability.

Schools

The Ventura Unified School District (VUSD) provides public school education to the entire City, including the project site and its vicinity. The VUSD has approximately 19 elementary schools, 7 middle schools, 5 high schools, and a variety of additional programs. The schools nearest to the site are Pacific High School located approximately 0.25 miles northeast of the site, and Blanche Reynolds Elementary School, located approximately 0.4 miles west of the project site.

Parks

The City currently operates 34 parks and recreation facilities and oversees nearly 825 acres of park lands. The recreational area nearest to the project site is Camino Real Park, located under a mile to the east.

- 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 fire 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.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 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, public facilities, 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 other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

As explained in Section 14, *Population and Housing*, the proposed project would not generate population growth, and projected employment growth associated with the project is within employment growth already accounted for in the City's General Plan and regional forecasting (SCAG). Because the project site is within the existing service areas for both police and fire

protection, and would not result in growth that is currently unaccounted for and forecasted by the City, implementation of the project would not require the expansion of public and government services that could cause a significant environmental impact. In addition, the project involves a restaurant use that is similar to the former restaurant use on the property. Because the project would not result in new population growth which would increase demand for public services and facilities (schools, parks, etc.), no new or physically altered public service facilities would be required, and the project would have no impact related to public services.

NO IMPACT

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16 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"/>

Environmental Setting

The City currently operates 34 parks and recreation facilities and oversees nearly 825 acres of park lands. These areas are all part of the City's recreation and parks system. The recreational area nearest to the project site is Camino Real Park, located under a mile to the east.

- 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?*

The project does not include recreational facilities and there are no existing recreational uses on the project site. As discussed in Section 14, *Population and Housing*, the proposed project would not result in population increase, and the project's anticipated employment increase would not require construction of new recreational facilities or expansion of existing recreational facilities or lead to substantially increased use of recreational facilities. Therefore, the project would have no impact on recreational facilities.

NO IMPACT

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17 Transportation

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

Environmental Setting

Regional and Site Access

Regional access to the project site is provided via the by the US-101 and SR-126 freeways. SR-126 terminates at/merges with US-101 just east of the project site. The end of the westbound SR-126 offramp onto East Main Street is directly across East Main Street from the project site. The onramp from East Main Street to the westbound US-101 forms the southeastern boundary of the project site.

The north-south roadway of Mills Road and the east-west roadway of East Main Street provide local circulation. Mills Road is a 2-lane undivided to 4 lane divided roadway within the study area. Mills Road is classified as a Secondary Arterial (90-foot right-of-way) in the City of Ventura General Plan. Sidewalks are provided on both sides of the roadway in the project vicinity. East Main Street is a 6-lane divided to 7 lane divided roadway in the project vicinity. East Main Street is classified as a Primary Arterial (108-foot right-of-way) in the City of Ventura General Plan. High volume bicycle routes are currently provided on both sides of East Main Street in the project vicinity. Sidewalks are generally provided on both sides of the roadway except on the north side between the US-101 Freeway off-ramp and the SR-126 Freeway off-ramp.

Pedestrian Facilities

Pedestrian sidewalks are currently provided along the roadways adjacent to the project site. The East Main Street and Mills Road intersection has marked pedestrian crosswalks in each direction.

Bicycle Routes

There is currently a high-volume bicycle path on East Main Street adjacent to the northern project site boundary.

Transit Facilities

Gold Coast Transit Route 11 runs along both Mills Road and East Main Street, with a bus stop 1/3-mile walking distance north of the project site on the west side of Mills Road, a bus stop adjacent to the project site on the south side of East Main Street, and a stop within 1/3-mile walking distance east of the project site on the north side of East Main Street.

Project Site Access

Vehicular access to the project site is currently, and would continue to be, available from two locations: East Main Street via access easement through the adjacent parcel currently occupied by a Mobil gas station, and Mills Road via private driveway.

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

This analysis is based on the results of a Traffic Impact Analysis (TIA) prepared by Ganddini Group, Inc. (Appendix B) to address the proposed project's potential impacts on traffic and circulation. Table 19 provides a summary of vehicle trips generated by the proposed project and the former Arby's restaurant. As shown in Table 19, the proposed project would generate 1,362 net new daily vehicle trips, including 94 net new trips during the AM peak hour and 32 net new trips during the PM peak hour.

Table 19 Estimated Project Vehicle Trip Generation

ITE Land Use	Weekday Peak Hour		Total Daily Trips
	AM	PM	
Coffee/Donut Shop with Drive-Thru	137	66	2,285
Existing ⁷ Arby's	43	34	923
Total Net New Trips	94	32	1,362

Source: Traffic Impact Analysis (January 2019)

For signalized study intersections in the City of Ventura's jurisdiction, a project traffic impact is considered significant if:

- The addition of project generated trips is forecast to cause a signalized intersection to deteriorate from acceptable Level of Service (D or better) to unacceptable Level of Service (E or F); or,

⁷ At the time data was collected for the Traffic Impact Analysis, Arby's was still in operation

- The addition of project generated trips is forecast to cause an increase in volume-to-capacity of 0.01 or greater when the signalized intersection is operating at unacceptable Level of Service (E or F) in the baseline condition.

For this traffic impact analysis, a project impact at an unsignalized intersection is considered significant if the addition of project-generated trips is forecast to cause or worsen Level of Service F and installation of a traffic signal is warranted (Ganddini 2019). As shown in Table 20 and Table 21, the seven study area intersections currently operate within acceptable LOS (D or better for signalized intersections; E or better for unsignalized and freeway ramp intersections) during peak hours and would continue to do so with the addition of the proposed project. Therefore, because all intersections would continue to operate at acceptable LOS conditions with implementation of the project, this impact would be less than significant.

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- b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Section 15064.3 which was recently added to the State CEQA Guidelines, describes specific considerations for evaluating a project's transportation impacts. Section 15064.3(b) establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, shifting away from the use of LOS analysis that evaluates a project's impacts on traffic conditions at nearby roadways and intersections. Section 15064.3(c) states that, while a lead agency may elect to be governed by the provisions of Section 15064.3 immediately, it is not required to do so until July 1, 2020.

While the City of Ventura has not yet established VMT-based criteria for measuring transportation impacts, the proposed project is infill development that would provide commercial services within an existing urban area on a site that until recently provided a similar food-service commercial use (Arby's). Infill development generally reduces VMT compared to greenfield development (Perkins Coie 2019). In addition, vehicle trips associated with the proposed Starbucks would primarily be pass-by vehicle trips, and the project would be expected to minimize diversion of such trips. Therefore, the project would not create a substantial increase in VMT and there would be a less than significant impact.

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Table 20 Existing and Existing with Project Conditions – Signalized Intersections

Study Intersection	Without Project		AM Peak Hour With Project		Change	Significant Impact?	Without Project		PM Peak Hour With Project		Change	Significant Impact?
	V/C or [Delay] ¹	LOS ²	V/C or [Delay] ¹	LOS			V/C or [Delay] ¹	LOS ²	V/C or [Delay] ¹	LOS		
1. Mills Road at Dean Drive	0.563	A	0.568	A	+0.005	No	0.571	A	0.573	A	+0.002	No
2. Mills Road at East Main Street	0.678	B	0.679	B	+0.001	No	0.629	B	0.631	B	+0.002	No
5. US-101/SR-126 Freeway Ramps at East Main Street	0.830	D	0.842	D	+0.012	No	0.916	E	0.922	E	+0.006	No
7. SR-126 Eastbound On-Ramp at East Main Street	0.364	A	0.364	A	-	No	0.469	A	0.472	A	+0.003	No

¹ V/C = Volume/Capacity; [Delay] is shown in seconds/vehicle

² LOS = Level of Service

³ n/a = not applicable; peak hour traffic signal warrant only evaluated for LOS F conditions.

Table 21 Existing with Project Conditions – Unsignalized Intersections

Study Intersection	AM Peak Hour					PM Peak Hour				
	With Project		LOS F?	Traffic Signal Warranted?	Significant Impact?	With Project		LOS F?	Traffic Signal Warranted?	Significant Impact?
	[Delay] ¹	LOS ²				V/C or [Delay] ¹	LOS ²			
3. Mills Road at Project Driveway	[11.9]	B	No	n/a ³	No	[12.1]	B	No	n/a	No
4. Project Driveway at East Main Street	[12.0]	B	No	n/a	No	[12.8]	B	No	n/a	No
6. Arundell Avenue at East Main Street	[52.6]	F	Yes	No	No	[83.3]	F	Yes	No	No

¹ V/C = Volume/Capacity; [Delay] is shown in seconds/vehicle

² LOS = Level of Service

³ n/a = not applicable; peak hour traffic signal warrant only evaluated for LOS F conditions.

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

The project does not include design features such as sharp curves or dangerous intersections that would be considered hazardous. However, if the number of vehicles in the drive-through queue exceeded its maximum 11-vehicle storage capacity, the drive-through queue could create hazardous traffic situations if the vehicle queue extends onto East Main Street and/or South Mills Road. However, as detailed in the project-specific Transportation Management Plan (TMP, Appendix D), peak drive-through queues are anticipated to be between 11 to 14 vehicles. This number of vehicles would generally be accommodated in the drive-through stacking lane provided for the project, which can hold up to 11 vehicles. Overflow drive-through queues would extend through the parking lot. A queue length of up to 18 vehicles would be accommodated in the parking lot without interfering with operations on East Main Street, and a queue length of up to 20 vehicles would be accommodated within the parking lot without interfering with operation on South Mills Road. Therefore, peak drive-through queues would not substantially increase traffic hazards and impacts would be less than significant. Although vehicle queues would not extend onto or interfere with traffic on adjacent streets, the TMP includes traffic management measures that it states should be considered if peak queues extend to 12 vehicles or more:

- Implement an expedited ordering process to reduce wait times in the drive-through facility (which may include additional staff within the Starbucks coffee shop to reduce order preparation times and, if necessary, remote/mobile ordering)
- Place a “KEEP CLEAR” pavement marking in the area between the Starbucks drive-aisle entry and the adjacent parking lot to the southwest to prevent vehicles from blocking the two-way access aisle between the parcels

The proposed project would not create traffic impacts which would impede access to designated evacuation routes. The project site would continue to be accessible to emergency vehicles from both East Main Street and Mills Road after implementation of the project. The project would be reviewed by the City of Ventura Fire Department to ensure ingress/egress is adequate and maintained for emergency response vehicles. Therefore, the project would provide adequate access for emergency response vehicles and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Regulatory Setting

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.

Environmental Setting

The project site is in an urban area immediately surrounded by commercial development and the U.S. 101 corridor. The project site has already been disturbed and graded during previous development and contains existing structures and is entirely paved except for small areas occupied by planters for ornamental vegetation.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 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 Section 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 5024.1?*

The City of Ventura sent AB 52 outreach consultation letters to selected California Native American contacts in October 2019. The consultation letters are attached as Appendix E. No responses have been received to date. The City has complied with the tribal consultation requirements of AB 52 and SB 18. Although the City has not received any responses requesting further consultation to date, the City will respond to any correspondence received from tribal contacts in response to these letters consistent with the requirements of AB 52. Therefore, implementation of the project would not adversely affect tribal cultural resources, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

19 Utilities and Service Systems

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

Environmental Setting

Wastewater

As stated in the City's 2015 Urban Water Management Plan (UWMP), the Ventura Water Reclamation Facility (VWRF, or Plant) is permitted at 14 million gallons per day (MGD) and discharges up to 9 MGD (City of Ventura 2016b). The VWRF currently discharges less than 9 MGD during drought conditions. The City's existing National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board (RWQCB) for the VWRF indicates that once the average daily dry-weather flow equals or exceeds 75 percent of the Plant's design capacity then a report must be submitted outlining the steps needed to provide for

additional capacity for waste treatment. Flows are monitored due to the permit requirement 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 Montalvo Community Services District. The VWRF produces recycled water that is treated to tertiary Title 22 standards through tertiary filtration and disinfection. Currently approximately seven 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.

Water Supply

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 VWRF. 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 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 Ventura Water 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 (Ventura Water 2019). 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 most recent CWRR (2019) updated the normal (non-drought year) available water supply for the City to 21,415 AFY. However, under existing drought conditions in 2019, the current water supply is estimated at 15,651 acre-feet. If drought conditions persist through 2020, the water supplies are estimated to be 17,020 acre-feet per year. The 2019 CWRR also includes estimated total future water demands based on existing water demands (16,035 AFY baseline demand, 10-year average) plus estimated demands for approved development projects. The total future water demand (17,402 AFY) estimate does not account for any other recently initiated or pending projects (Ventura Water 2019).

The 2019 CWRR indicates that “the spread between the current water demand and the current water supply is very tight. If the continued drought condition persists, the supply could be less than the demand. The City’s customers will need to continue to conserve and/or pay penalties for overuse of the City’s water supply sources while the City secures new water supplies. This presents significant challenges for the City moving forward in its ability to allocate water supply to development projects that will generate additional water demands (Ventura Water 2019).”

Solid Waste

Assembly Bill 969 requires all jurisdictions in California to increase their landfill diversion to 50 percent by the year 2000. In addition, AB 341 sets a new statewide goal of achieving 75 percent landfill diversion by 2020. The City has achieved a landfill diversion rate of 74 percent (City of Ventura n.d.). AB 341 also requires businesses generating more than four cubic yards of solid waste to recycle and requires owners of multi-family housing with five or more units to provide recycling for their tenants. New development projects in the City are required to implement site-specific source reduction, recycling, and re-use programs to comply with AB 939 and AB 341.

The City of Ventura requires all new residential, commercial, and mixed-use construction projects to divert a minimum of 65 percent of construction and demolition waste from landfill disposal. Applicants must submit a Waste Management Plan to the City’s Environmental Sustainability division for approval prior to the issuance of a building permit and submit a Final Report at the time of Final Inspection of the project. The City recommends achieving compliance with this mandate by using the City’s franchise hauler, E.J. Harrison & Sons, which diverts at least 65 percent of the construction and demolition waste and provides final reporting forms (City of Ventura n.d.).

Project-generated solid waste would be handled by the City’s franchise hauler, E.J. Harrison & Sons. Solid waste from the City of Ventura is taken to the Gold Coast Recycling and Transfer Station located at 5375 Colt Street in the southeastern portion of the City, and trash is sent to the Toland Road Landfill located north of Highway 126 near Santa Paula. The Toland Road Landfill currently has a daily average waste flow of 1,422 tons of solid waste per day and has a permitted daily throughput of 1,500 tons (California Department of Resources Recycling and Recovery [CalRecycle] 2018a; Ventura Sanitation District 2016). As of January 1, 2016, the Toland Road Landfill had a remaining capacity of 10,571,820 cubic yards and an estimated closure date of May 31, 2027 (CalRecycle 2018a).

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Electric Power, Natural Gas, Telecommunications

The project site currently has existing infrastructure related to electric power, natural gas, and telecommunication facilities, as the site was previously occupied by the former Arby's restaurant. As discussed in Section 6, *Energy*, project operation would consume approximately 91,310 kWh per year, or 0.09 GWh (312 MMBtu) of electricity per year (Appendix A). The project's electricity demand would be served by SCE, which provided 84,291 GWh of electricity in 2017. Because it would represent approximately 0.0001% of all electricity provided by SCE, the project would not require or result in the relocation or construction of new or expanded electric power facilities.

Estimated natural gas consumption for the project would be 784,962 kBtu, or 0.008 MMthm (785 MMBtu) per year (Appendix A). The project's natural gas demand would be serviced by SCG, which provided 5,142 MMthm per year in 2017. Because it would represent approximately 0.0001% of all natural gas provided by SCG, the project would not require or result in the relocation or construction of new or expanded natural gas facilities.

Stormwater Drainage

As shown on the proposed project plans, the project would require the furnishing and installation of new drain inlets and outlets, flogard filters, rip rap, bypass curbs, pump structures, and 4" and 8" piping. The construction of these improvements would be located within the existing developed area on and surrounding project site and would not cause significant environmental effects outside of those as analyzed throughout this IS-MND.

Water

Implementation of the project may require the removal of a portion of the existing water line underneath the existing building and extension of the existing water line to the proposed building water line. These improvements would be located in the existing developed area on and surrounding project site and would not cause significant environmental effects outside of those as analyzed throughout this IS-MND.

Wastewater

Implementation of the project would require capping existing wastewater lines, installation of a new 4" line, and connection to existing sewer laterals. These improvements would be located in the existing developed area on and surrounding project site and would not cause significant environmental effects outside of those as analyzed throughout this IS-MND. As discussed in detail in checklist item c, below, the project would generate an amount of wastewater that is currently within available service capacities of the Ventura Water Reclamation Facility (VWRF).

Because the project would not result in significant environmental effects as a result of new or relocated utility infrastructure, this impact would be less than significant.

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

The proposed project would increase water demand compared to the project site's current demand, but water use would be characteristic of a commercial food service land use, with ornamental landscaping. According to the 2015 Urban Water Management Plan (UMWP) for City of Ventura, commercial water consumption in Ventura is expected to increase from 4,046 AFY in 2020 to 4,159 AFY in 2025 in either normal year or dry year scenarios (City of Ventura 2015), an increase of 113 AFY. According to the City's 2019 Comprehensive Water Resources Report, commercial uses on average demand 265 gpd per thousand square feet (Ventura Water 2019). Based on the project's 3,027 square feet of commercial space (1,670 sf of building + 1,357 sf of patio space), the project would demand approximately 802 gpd or 0.0008 MGD (0.9 AFY). Project water demand constitutes less than one percent of the projected increase in Citywide demand by 2025.

The proposed project would be required to comply with the City's Water Rights Dedication and Water Resource Net Zero Policy (Ordinance No. 2016-004), which is designed to ensure that new development does not adversely affect the water supply or water supply reliability of the City's existing customers and/or approved new development. The Ordinance requires developers to offset new or increased water demand through one or more compliance options, including dedication of water rights, payment of a water resource net zero fee, and/or extraordinary conservation measures (e.g., graywater/reuse systems, water efficient plumbing fixtures and appliances beyond what is required in the current building code and ordinances, or recycled water delivery systems for outdoor irrigation/non-potable use).

The project would also be required to comply with the State Model Water Efficient Landscape Ordinance (MWELo), which was adopted by the City of San Buenaventura (California Code of Regulations Title 23, Division 2, Chapter 2.7). The MWELo requires new development projects with landscape areas of 500 square feet or more to design a landscaping plan with an estimated total water use that would not exceed the site's calculated Maximum Applied Water Allowance, which is based on the site's reference evapotranspiration, adjustment factor, and the size of the landscaped area. The MWELo also requires the use of high efficiency irrigation emission devices, automatic irrigation controllers that use either evapotranspiration or soil moisture sensor data for irrigation scheduling, and sensors that suspend or alter irrigation operation during unfavorable weather conditions. Compliance with the MWELo would reduce outdoor water usage by approximately 20 percent (Department of Water Resources 2015).

Although the project would generate demand for existing water resources, compliance with the City's Water Rights Dedication and Water Resource Net Zero Policy, State Model Water Efficient Landscape Ordinance, and other applicable City ordinances and policies for water conservation and reduction, would reduce impacts to water supply and infrastructure to a less than significant level.

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- c. *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 Ventura Water Reclamation Facility (VWRF) is currently permitted to treat 14 million gallons per day (MGD) and discharge an annual average of up to 9 MGD. The VWRF is currently treating 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 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.

As discussed in checklist item 19.b, water demand for the proposed project would be approximately 0.0008 MGD. Per the City's 2010 Wastewater Master Plan, the wastewater generation rate for restaurant uses is approximately 2,750 gallons per day per acre (City of Ventura 2010) or 0.003 MGD/acre. Based on these demand factors and the fact that the project's 3,027 square feet of commercial space (1,670 sf of building + 1,357 sf of patio space) equals 0.07 acres, the project would generate 191 gallons per day or 0.0002 MGD of wastewater. Because the VRWF currently has an estimated 5 MGD available capacity, the added 0.0002 MGD of wastewater generated by the project would not exceed the VRWF's existing available capacity. As such, there is adequate capacity to service the project and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

According to the CalEEMod output for the proposed project (Appendix A), operation of the project would generate approximately 17.5 tons of solid waste per year (0.05 tons per day). However, the City diverts approximately 74 percent of its solid waste through source reduction programs such as recycling; therefore, the amount sent to landfills would be approximately 4.38 tons per year (0.012 tons per day). When the project's anticipated total solid waste generation is added to the Toland Road Landfill's current solid waste flow of 1,422 tons per day, the resulting total would not exceed the Toland Landfill's permitted daily capacity of 1,500 tons per day.

The project would comply with federal, state, and local statutes and regulations related to solid waste, such as AB 939, AB 341, and the County Integrated Waste Management Summary Plan, and the City's recycling program. Since there is adequate landfill capacity in the region to accommodate project-generated waste, and the project would comply with all applicable requirements pertaining to solid waste disposal, impacts would be less than significant.

The 2005 General Plan EIR identified a significant and unavoidable impact for solid waste generation. The 2005 General Plan EIR found that projected growth would increase solid waste sent to landfills by an estimated 84 tons per day by 2025, which was within the currently available daily capacity at Toland Road Landfill. However, the 2005 General Plan EIR concluded that because area landfills are projected to close in the 2022-2027 timeframe, regional waste generation increases could exceed the daily capacity of area landfills. The proposed project's increase in solid waste would remain well within the currently available capacity of area landfills, as discussed in the preceding paragraphs. As such, although the project would incrementally contribute to the significant and unavoidable impact identified under the 2005 General Plan EIR, this contribution would not be cumulatively considerable.

LESS THAN SIGNIFICANT IMPACT

20 Wildfire

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

Environmental Setting

According to California Department of Forestry and Fire Protection (CalFIRE), the project site is not located in any designated California Fire Hazard Severity Zone (CalFIRE 2019), or in any State Responsibility Area (CalFIRE 2016). The nearest designated Fire Hazard Severity Zone is located over a mile to the north. Additionally, the project area is urbanized.

- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

According to California Department of Forestry and Fire Protection (CalFIRE), the project site is not located in any designated California Fire Hazard Severity Zone (CalFIRE 2019), or in any State Responsibility Area (CalFIRE 2016). The nearest designated Fire Hazard Severity Zone is located over a mile to the north. Additionally, the project location is urbanized. Therefore, construction and operation of the project would not have the potential to cause these wildfire-related impacts, and no impact would occur.

NO IMPACT

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project site is not in or near state responsibility areas or lands classified as very high fire hazard severity zones. Additionally, the proposed project would not increase the severity of any on-site flooding or landslide hazards because the project site is already developed with commercial structures such as the one included in the proposed project. Therefore, the proposed project would not have the potential to cause substantial impacts from exposing people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

21 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 degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

As described in Section 4 *Biological Resources*, the project site is currently developed and with the proposed mitigation measures, project implementation would have less than significant impact on biological resources. The project would not impact wildlife habitats or cause wildlife populations to drop below self-sustaining levels. Additionally, Section 5, *Cultural Resources*, explains that the project, with implementation of Mitigation Measure CUL-1 and CUL-2, would not affect any historic or archaeological resources. Impacts would be less than significant with the mitigation incorporated for cultural resources.

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- 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)?*

As described in the discussion of environmental checklist Sections 1 through 20, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues. These include short-term, long-term, and where appropriate, cumulative impacts. Cumulative impacts related to the following resource areas have been addressed in the individual resource sections above: *Air Quality, Greenhouse Gases, Noise, and Transportation/Traffic, and Utilities & Service Systems (solid wastes)* (See CEQA Guidelines Section 15064[h][3]0). CalEEMod was utilized to quantify the air quality and greenhouse gas impacts resulting from the proposed project, leading to a conclusion that the impacts associated with air quality and GHG emissions would be less than significant (with mitigation for air quality). In addition, noise, traffic, and solid waste analyses conducted as part of this Initial Study conclude that cumulative impacts would be less than significant (with mitigation for operational noise). Certain resource areas (e.g., agricultural and mineral) were determined to have no impact in comparison to existing conditions. Therefore, the project would not contribute to cumulative impacts related to these issues. Other issues (e.g., geology and hazards and hazardous materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts.

There is one approved but yet to be constructed (pending) project in the immediate project site vicinity, according to the City’s online map of Pending Projects throughout the City (City of San Buenaventura 2018c). For a map and descriptions of these projects see Appendix F of this IS-MND.

Per this map and discussions with the City’s Community Development staff, the pending project (PROJ-11236) is directly west of and adjacent to the project site and would involve construction of a new 2,860 square foot food mart and 833 square foot car wash. It is possible that construction of this project may overlap with that of the proposed project.

As discussed in the discussion of environmental checklist Sections 1 through 20, the proposed project was found to have no impact or less than significant impacts after mitigation in all environmental impact areas. Any overlapping construction impacts would occur primarily in the areas of air quality, noise, and traffic due to the potential for construction equipment and other construction activities to generate dust and other air quality emissions, noise, and construction traffic. The impacts of the proposed project in these areas have been determined to be less than significant or less than significant with mitigation incorporated. Potential cumulative impacts of the proposed project and the neighboring pending projects in these impact areas are described below.

As discussed in the Section 3, *Air Quality* of this Initial Study, the VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. However, the VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. These rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Both the proposed project and the neighboring pending project would be subject to these rules and regulations, which would ensure that their impacts from construction-related emissions of particulate matter (dust) would be less than significant, both individually and cumulatively. The VCAPCD considers operational air quality impacts to be significant if a project would generate more than 25 pounds per day of ozone precursors, reactive organic compounds (ROC), or nitrogen oxides (NO_x). The operational thresholds for ROC and NO_x apply on a project-by-project basis, however, and are not intended to be applied to

construction emissions, since such emissions are temporary. Both the proposed project and the neighboring pending project would be subject to the City of San Buenaventura's standard construction measures included in the most recent version of the VCAPCD's *Ventura County Air Quality Assessment Guidelines*. Due to the previous amount of disturbance at these sites, disturbance of soils during construction activities is unlikely to pose a substantial risk of infection from the fungal spores responsible for Valley Fever, which generally grow in virgin, undisturbed soil. The air quality impacts of both projects would therefore not combine to create a significant impact.

As discussed in Section 13, *Noise*, of this Initial Study, although the City has not adopted any specific construction noise thresholds, construction of the proposed project would generate temporary noise in excess of ambient noise levels for the approximately 7-month construction period. The project applicant would be required to adhere to construction activity limitations specified in the City's Municipal Code, which would limit construction noise to between 7:00 AM and 8:00 PM, when people do not ordinarily sleep. Therefore, construction related noise impacts would be less than significant. The neighboring pending project would be subject to the same limitation on construction hours from the City's Municipal Code, and since both projects would be constructed during hours people do not ordinarily sleep, their cumulative construction noise impacts would therefore also be less than significant. Because groundborne vibration generated by human-made activities attenuates rapidly as distance from the source of the vibration increases, and because the modeled vibration levels for the proposed project are below applicable thresholds of significance, cumulative vibration impacts of both projects together would be less than significant.

Regarding operational noise, Mitigation Measure N-1 requires the proposed project to provide shielding around the on-site HVAC system. The project's operational noise would not exceed the nighttime exterior noise level limit of 45 dBA L_{eq} for the residential property to the southwest or the nighttime exterior noise level limit of 55 dBA L_{eq} for the commercial property to the west during early morning operations between 5:00 a.m. and 7:00 a.m. Because the project would not result in an exceedance of established thresholds, the project's contribution to cumulative impacts would not be cumulatively considerable. Regarding roadway noise, cumulative development and ambient growth in the project area would contribute additional traffic to local roadways. As shown in Table 15, in Section 13, *Noise*, cumulative growth plus the proposed project would increase ambient noise levels by approximately 0.2 dBA on East Main Street and by approximately 0.6 dBA on South Mills Road. This increase in the roadway noise level under cumulative plus project conditions would not exceed the threshold of 3 dBA and would not be perceptible.

Construction of the proposed project would generate temporary traffic for deliveries of equipment and materials to the project site and construction worker traffic. However, construction traffic would be temporary, and the movement of construction equipment would be limited to the project site for most of the 7-month construction period. While the neighboring pending project would also generate construction traffic, this traffic would also be temporary, and the movement of construction equipment would be limited to that project site for most of its construction period. As discussed in Section 17, *Transportation*, the project's anticipated increase in vehicle trips would not reduce levels of service at intersections in the vicinity, and as discussed in the Traffic Impact Analysis (Appendix B), the project's contribution of vehicle trips to the local roadway network would not be cumulatively considerable. Therefore, development of the proposed project in conjunction with the neighboring pending project would not result in significant cumulative transportation related impacts.

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

In general, and as analyzed in this Initial Study, impacts to human beings are associated with air quality contaminants, adverse geologic conditions, exposure to hazards and hazardous materials, and excessive noise. As detailed in analyses in Section 3, *Air Quality*, Section 7, *Geology and Soils*, Section 9, *Hazards and Hazardous Materials*, Section 10, *Hydrology and Water Quality*, and Section 13, *Noise*, the proposed project would not result, either directly or indirectly, in adverse hazards that cannot be mitigated to a less than significant level. Mitigation Measure N-1 would be required to reduce noise levels from HVAC equipment to a less than significant level by requiring adequate screening around HVAC equipment. Compliance with applicable rules and regulations and required mitigation measures would reduce potential impacts on human beings to a less than significant level.

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