Anacapa Courts Mixed-Use Project

Draft Initial Study – Mitigated Negative Declaration

prepared by

City of Ventura
Community Development Department
501 Poli Street, PO Box 99
Ventura, California 93002
Contact: Maruja Clensay, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

February 2020

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Initial Study

1. Project Title

Anacapa Courts Mixed-Use Project

2. Lead Agency Name and Address

City of San Buenaventura
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 project site encompasses about 0.5 acres at 297-299 East Main Street in the City of San Buenaventura (Ventura) in Ventura County, California. The site is bounded by an east/west facing alley to the north; North Palm Street to the east; East Main Street to the south; and a one-story commercial structure occupied by the Arc Foundation to the west. The project site's Assessor Parcel Number (APN) is 071-0-194-070.

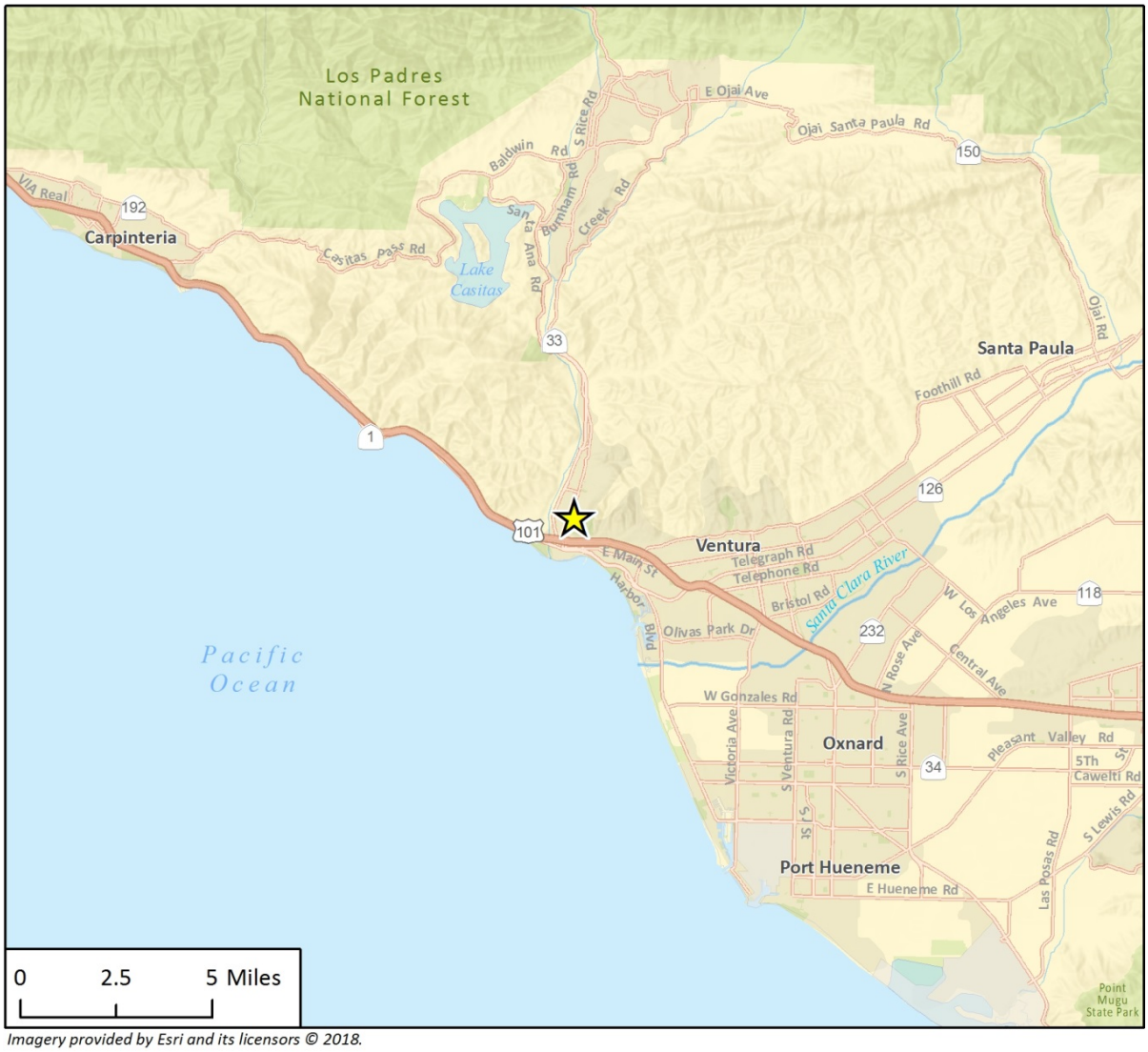
Figure 1 shows the location of the project site in the region and Figure 2 shows the project site in its neighborhood context. The site has historically been occupied by commercial uses, including the existing 170 square foot Top Hat structure in the southeastern portion of the site. Currently, the remainder of the site is undeveloped and graded, surrounded by fencing on the north, east, and southern boundaries, and the exterior wall of the Arc Foundation building to the west. Access is currently available via gates in the chain link fencing along the east/west alley in the rear of the site.

Photographs of existing conditions on the project site are shown in Figure 3 and Figure 4. Photos of surrounding uses in the project vicinity are shown in Figure 5 and Figure 6. A map of the locations and directions of the photos are included in Figure 2.

5. Project Sponsor's Name and Address

Downtown Ventura Properties III, LLC

Figure 1 Regional Location



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Project Location

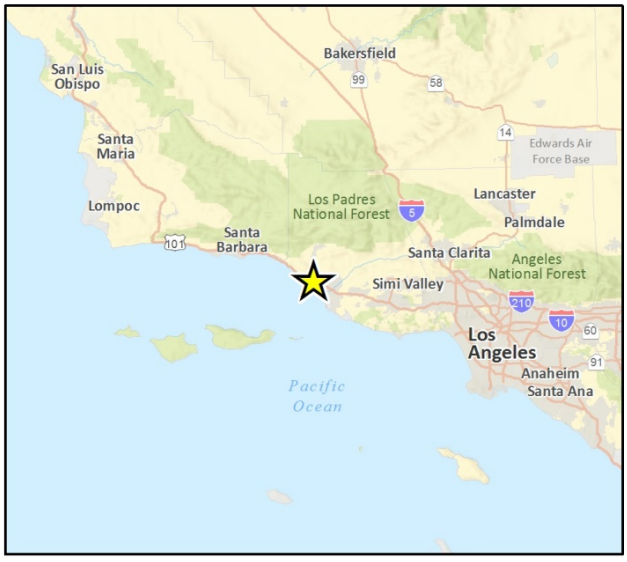


Figure 2 Project Location and Map of Site Photo Locations

Imagery provided by Microsoft Bing and its licensors © 2019.

Figure 3 Site Photos

Photo 1 – View of the site looking directly to the south from the rear facing alley. The majority of the site is undeveloped and existing commercial/retail buildings along East Main Street are shown in the background.

Photo 2 – Photo of the southeastern corner of the project site, which contains the Top Hat Restaurant. Photo taken looking to the northeast at the intersection of East Main Street and North Palm Street.

Figure 4 Site Photos

Photo 3 – View of the project site and adjacent commercial building to the east of the site. Photo taken looking to the southwest from the rear alley.

Photo 4 – View of the project site and adjacent commercial buildings across from North Palm Street. Photo taken looking to the southeast from the rear alley.

Figure 5 Photos of Surrounding Uses

Photo 5 – Former residences currently used as commercial buildings to the north of the project site, across from the rear alley. Photo taken from the alley looking to the northeast.

Photo 6 – View of East Main Street directly in front of the project site, looking to the west. Commercial retail buildings are located across from the project site, shown in the left side of the photo.

Figure 6 Photos of Surrounding Uses

Photo 7 – View of the intersection of East Main Street and North Palm Street, looking east up East Main Street.

Photo 8 – View of North Palm Street and the commercial buildings across the street from the project site, looking to the southeast.

6. General Plan Designation

Downtown Specific Plan (DTSP)

7. Zoning

Urban Core Zone (T6.1)

8. Description of Project

The project would consist of the construction of a four-story mixed-use building with approximately 3,850-square feet of street-level commercial space, a 41-space street-level parking garage, and 24 residential condominium units, including four inclusionary units, arranged around a central courtyard and atrium space, over a podium.

The four-story mixed-use building would have commercial retail uses on the ground floor along East Main Street, partial commercial along North Palm Street, and three levels of residential uses above. The Top Hat restaurant at the southeastern corner of the site would be retained in its current location and preserved during construction pursuant to the memorandum provided by San Buenaventura Research Associates, dated January 22, 2020 and includes as Appendix I. Parking would be provided via an internal parking garage on the ground floor, accessed by two driveways at the rear of the site, off the east/west facing public alley. There would be two lobbies on the eastern boundary for internal access to the parking garage and residential areas of the building. The lobby at the northeast corner of the building, accessed from North Palm Street, would include a pedestrian stairwell providing access from the street level to the upper levels of the building, while the mid-block lobby along North Palm Street would include an elevator to the upper levels. Two more pedestrian stairwells would provide access to the upper levels of the building: one at the southwest corner of the building on East Main Street, and another at the northwest corner of the building on the public alley. A trash/recycle enclosure in the northeast corner of the building would be accessed from the public alley. A 790-square foot utility area behind the proposed retail and pedestrian stairwell in the southwest part of the building would be accessed from the parking garage.

On the second level/floor, the proposed project includes a U-shaped internal courtyard and amenities atop the ground level floor and podium. The residential units would be arranged around this courtyard, with additional residential units in the center. There would be ten residential units on the second floor, ten units on the third floor, and a mix of four units and rooftop open space/amenities on the fourth floor. A total of 24 units are proposed, comprised of the following mix: 6 one-bedroom/one-bath units and 18 two-bedroom/two-bath units (14 double master and 4 penthouse).

A summary of the project components is provided in Table 1 and a site plan is provided in Figure 7. Elevations are shown in Figure 8 through Figure 11.

Table 1 Project Summary

Building Area	
Commercial Area	3,850 sf
Historic Building (Top Hat)	170 sf
Residential	32,960 sf
One Bedroom/One Bath	6 units
Two Bedroom/Two Bath	18 units
Utility Area	790 sf
Vehicle Parking	
Residential	
Required	30 spaces
Provided	41 spaces
Non-Residential	
Required	30 spaces
Provided	0* spaces
Bicycle Parking	
Residential	
Required	3 spaces
Provided	5 spaces
Non-Residential	
Required	1 spaces
Provided	5 spaces
Usable Outdoor Space	
Corner Plaza	790 sf
Podium Open Space	5,610 sf
Common Roof Terrace	1,590 sf
Total	7,990 sf

*Commercial parking provided offsite pursuant to DTSP Sec. 7.10.000.D.4-5

Landscaping and Outdoor Space

The project would include a total of 7,990 square feet of total usable outdoor space consisting of a corner plaza (790 sf), outdoor podium space (5,610 sf), and common roof terrace (1,590 sf). Outdoor features on the podium include: raised planters, seating walls, a firepit and seating, and a fountain. Outdoor features on the rooftop include raised planters, concrete counters, barbeque island, and a fireplace and seating. Landscaping on the podium level includes an assortment of coastal native plants, shade tolerant canopy trees, flowering deciduous trees, and shade tolerant

plantings. Landscaping on the rooftop level includes a canopy tree and mixed coastal natives and adaptive plantings. Podium and rooftop landscaping plans are shown in Figure 12 and Figure 13.

Architecture and Materials

The project's architectural character is modern contemporary with project materials including but not limited to brick veneer, cementitious siding, aluminum storefronts, stucco, and wood clad windows. Elevation profiles depicting the four-story mixed-use building and adjacent Top Hat are shown in Figure 8 through Figure 11.

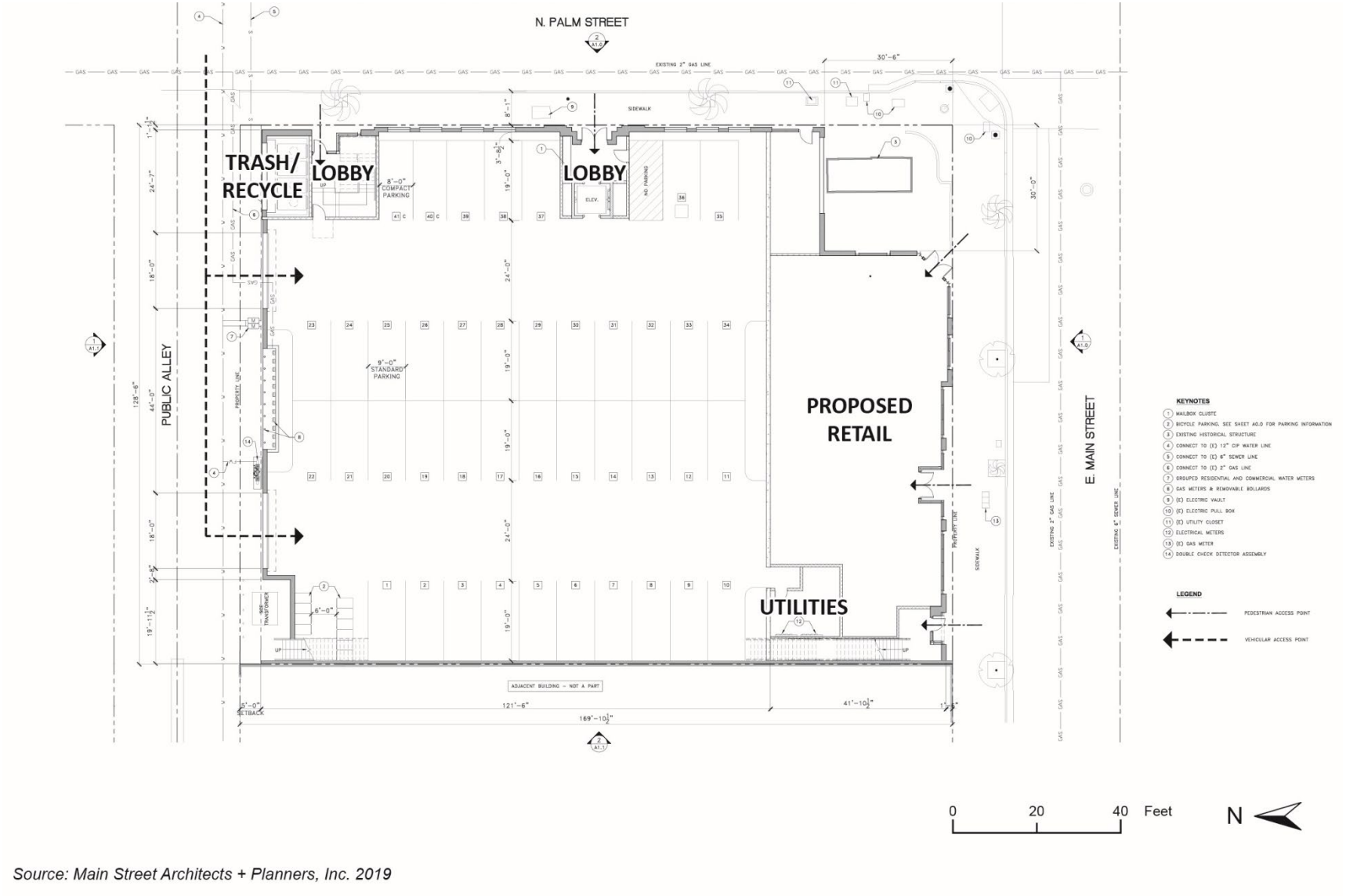
Off-Site Sewer Improvements

In order to accommodate the project's wastewater flows, the City is requiring the applicant to construct a 10-inch sewer main in Palm Street downstream of the proposed project connection point from Main Street to Thompson Boulevard, unless the applicant provides the City with a study proving, to the satisfaction of Ventura Water, that this improvement is not necessary because current off-site sewer lines serving the project site will be adequate to serve the project's wastewater flows.

Preservation and Rehabilitation of Top Hat

Pursuant to San Buenaventura Research Associates' Historic Resource Project Review Memorandum (Appendix I), the project has been designed to preserve and rehabilitate in its current location the existing Top Hat restaurant, which is a designated City historical resource. The structure's use and design would be determined as the project moves through the entitlement process, but the use and design described in this IS-MND constitute the applicant's current preliminary plans for the use and design of the building. The final use and design of the building would be shown in a rehabilitation plan that the applicant is required to develop and submit to the City for approval by the City's Community Development Director prior to the issuance of building permits and any ground-disturbing activities. This rehabilitation plan would be executed in accordance with the aforementioned Memorandum which details requirements for preservation, selective demolition, protection during construction, and rehabilitation and conceptual adaptive reuse of the Top Hat. The Memorandum also includes interpretive measures for storytelling and interpretation of the history of the site and defines the period of historical significance of the Top Hat (circa 1947-1952).

Figure 7 Site Plan – Ground Level



Source: Main Street Architects + Planners, Inc. 2019

Figure 8 South Elevation

KEYNOTES

① STUCCO, SMOOTH
② STANDING SEAM METAL ROOFING
③ CEMENTITIOUS SIDING
④ BELDEN BRICK, COLOR 470-479 DARK RANGE
⑤ BELDEN BRICK, COLOR 470-479 LIGHT RANGE
⑥ CASEWORK AND TRIM, COMPOSITE, PAINTED
⑦ WINDOW, ALUMINUM, DARK ANODIZED
⑧ HEADER, METAL, DARK ANODIZED
⑨ METAL AWNING, DARK ANODIZED
⑩ INTERPERETIVE HISTORY PANEL OVER METAL GRILLE
⑪ EXPOSED STEEL I-BEAM FRAME, PAINTED
⑫ METAL RAILING, DARK ANODIZED
⑬ FOLDING DOOR, ALUMINUM, DARK ANODIZED
⑭ CLADDING, COPPER FINISH
⑮ ALUMINUM STOREFRONT, DARK ANODIZED
⑯ CERAMIC TILE, GLAZED
⑰ HISTORIC RESOURCE. DESIGN UNDER SEPARATE REVIEW
⑱ FEATURE GLASS, COLORED
⑲ EXISTING ADJACENT BUILDING

0 16 30 Feet

Source: Broderson Associates 2019

Figure 9 East Elevation

KEYNOTES

1. STUCCO, SMOOTH
2. STANDING SEAM METAL ROOFING
3. CEMENTITIOUS SIDING
4. BELDEN BRICK, COLOR 470-479 DARK RANGE
5. BELDEN BRICK, COLOR 470-479 LIGHT RANGE
6. CASEWORK AND TRIM, COMPOSITE, PAINTED
7. WINDOW, ALUMINUM, DARK ANODIZED
8. HEADER, METAL, DARK ANODIZED
9. METAL AWNING, DARK ANODIZED
10. INTERPERETIVE HISTORY PANEL OVER METAL GRILLE
11. EXPOSED STEEL I-BEAM FRAME, PAINTED
12. METAL RAILING, DARK ANODIZED
13. FOLDING DOOR, ALUMINUM, DARK ANODIZED
14. CLADDING, COPPER FINISH
15. ALUMINUM STOREFRONT, DARK ANODIZED
16. CERAMIC TILE, GLAZED
17. HISTORIC RESOURCE. DESIGN UNDER SEPARATE REVIEW
18. FEATURE GLASS, COLORED
19. EXISTING ADJACENT BUILDING

0 16 30 Feet

Figure 10 North Elevation

KEYNOTES

① STUCCO, SMOOTH
② STANDING SEAM METAL ROOFING
③ CEMENTITIOUS SIDING
④ BELDEN BRICK, COLOR 470-479 DARK RANGE
⑤ BELDEN BRICK, COLOR 470-479 LIGHT RANGE
⑥ CASEWORK AND TRIM, COMPOSITE, PAINTED
⑦ WINDOW, ALUMINUM, DARK ANODIZED
⑧ POURED-IN-PLACE CONCRETE
⑨ METAL AWNING, DARK ANODIZED
⑩ EDISON TRANSFORMER
11 METAL RAILING, DARK ANODIZED
12 TRASH ENCLOSURE DOORS
13 STEEL GRATE GARAGE DOORS
14 UTILITIES
15 EXISTING ADJACENT BUILDING

0 16 30 Feet

Figure 11 West Elevation

KEYNOTES

① STUCCO, SMOOTH
② STANDING SEAM METAL ROOFING
③ CEMENTITIOUS SIDING
④ BELDEN BRICK, COLOR 470-479 DARK RANGE
⑤ BELDEN BRICK, COLOR 470-479 LIGHT RANGE
⑥ CASEWORK AND TRIM, COMPOSITE, PAINTED
⑦ WINDOW, ALUMINUM, DARK ANODIZED
⑧ POURED-IN-PLACE CONCRETE
⑨ METAL AWNING, DARK ANODIZED
⑩ EDISON TRANSFORMER
11 METAL RAILING, DARK ANODIZED
12 TRASH ENCLOSURE DOORS
13 STEEL GRATE GARAGE DOORS
14 UTILITIES
15 EXISTING ADJACENT BUILDING

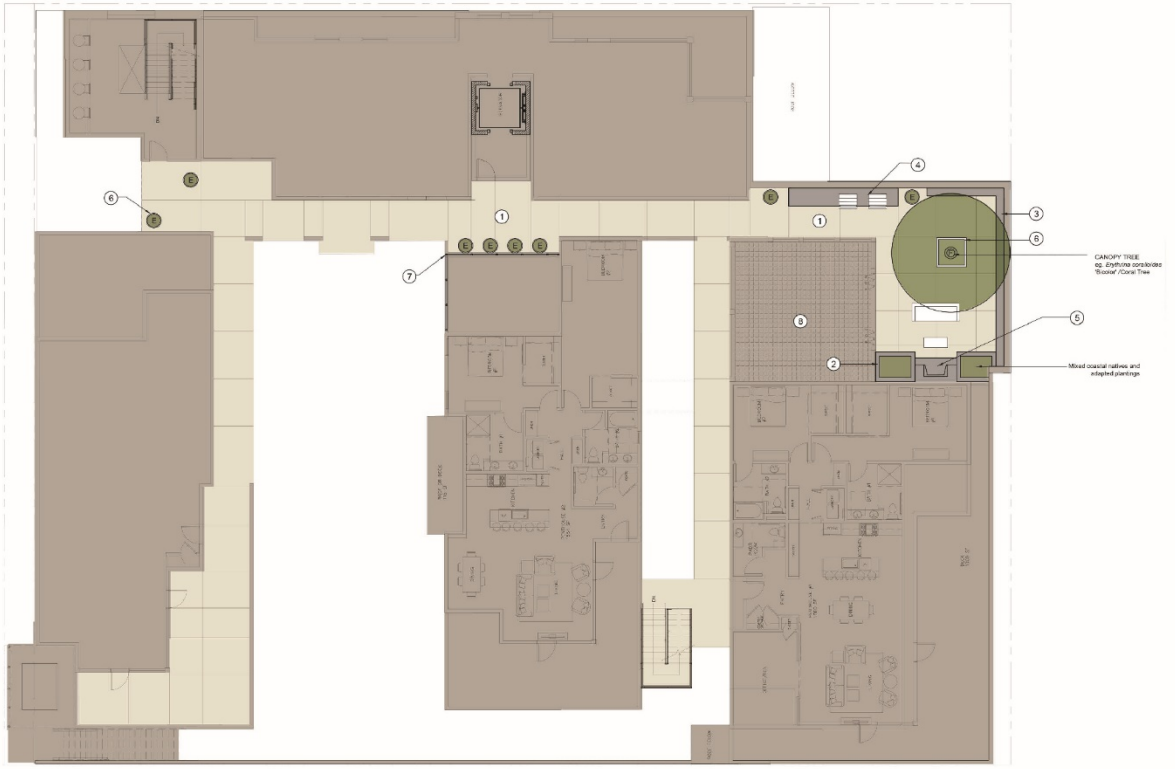
0 16 30 Feet

Source: Broderson Associates 2019

Figure 12 Preliminary Landscape Plan – Podium Level

Source: Broderson Associates 2019

Figure 13 Preliminary Landscape Plan – Rooftop Level



LAYOUT LEGEND

① CONCRETE PAVING - SAND FLOAT FINISH, SAWCUT JOINTS, COLOR TBD
② RAISED PLANTER - BOARD-FORMED CONCRETE, 36" HT.
③ CONCRETE COUNTER - POLISHED TOP, 36" HT. 16" DEEP
④ BARBECUE ISLAND - POLISHED CONCRETE COUNTERTOP, 36" HT., 36" DEEP
⑤ FIREPLACE AND SEATING
⑥ POTS - VARIOUS SIZES AND SHAPES
⑦ PRIVACY PANEL - METAL MESH, +/- 48" HT.
⑧ ENHANCED PAVING

0 16 30 Feet N

Source: Broderson Associates 2019

9. Surrounding Land Uses and Setting

The surrounding area is typical of downtown Ventura, with surrounding uses including commercial retail storefronts across from the project site along East Main Street, a bank at the southeast corner of Main Street and Palm Street, and restaurant and other commercial retail storefronts across from the site along Palm Street. Uses to the north of the project site include commercial offices in converted residences on Palm Street, and a public surface parking lot to the northwest of the site. Other land uses in the area include a mix of retail, commercial, institutional, and a public park (Mission Park) southwest of the site. Photos of surrounding land uses are shown in Figure 5 and Figure 6. Mission San Buenaventura is approximately 250 feet west of the site and the Ventura Freeway (Highway 101/1) runs in an east/west direction 0.25 miles south of the site.

10. Other Public Agencies Whose Approval is Required

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

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.

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

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	Date
Printed Name	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?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	■
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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

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 its north; however, as shown in Photo 9 in Figure 14, these hillsides are developed with residences, and views of the hillsides are already partially obscured by existing commercial development and landscaping to the north, northeast, and northwest of the site. Therefore, the proposed project would not substantially block views of panoramic scenic vistas, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

Figure 14 Site Photos

Photo 9 – View of the hillside to the north of the project site, which is developed with single- and multi-family residences.

Photo 10 – The existing Top Hat restaurant is a designated City historical resource but is currently in disrepair.

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 in an urban area immediately surrounded by commercial development. As shown in Photo 1 in Figure 3, the majority of the project site is barren and vacant and does not contain any scenic resources such as trees, natural habitats or rock outcroppings, nor is it in proximity to any such resources. The street trees along North Palm Street and East Main Street would remain. As discussed in Section 5, *Cultural Resources*, the former Top Hat restaurant in the southeastern portion of the site qualifies as a historical resource; however, construction of the proposed project would preserve and protect the Top Hat and would not result in a significant impact to the resource. The Top Hat restaurant is not a designated scenic resource and is currently in disrepair (see Photo 10 in Figure 14). The project site is not visible from or in proximity to a designated state scenic highway (California Department of Transportation 2017). Therefore, no impact related to scenic resources within a state scenic highway would occur.

Policy 4D of the City's General Plan identifies Main Street as a scenic route and corridor, and Action 4.36 requires development, including 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 project would involve installation of new landscaping on the site, as shown in Figure 12 and Figure 13, and the street trees along North Palm Street and East Main Street would remain through construction and operation of the project. The project would not damage any scenic resources 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 Downtown Specific Plan (DTSP) and is zoned Urban Core (T6.1) - Mission Area, which is meant to facilitate dense commercial, retail, and mixed-use development. The proposed project would involve a mixed-use building, which is compatible with the project site's zoning and General Plan land use designation.

Because the project site is within the DTSP, it would be subject to applicable development standards of the DTSP, including but not limited to requirements governing characteristics that may affect scenic quality including height, landscaping and architectural materials, and setbacks. However, in the spirit of historic preservation and adaptive reuse, the DTSP provides broad relief from complying with standard Zoning, Building Type and Frontage Type regulations. Per the DTSP Nonconformity Regulations for Historic Resources (DTSP Sec. 7.50.000.6), remodels, additions, and alterations to designated historic resources shall not be subject to the following:

- Article II (Urban Standards) requirements pertaining to:
  - Building Placement (Setbacks, Accessory Buildings, and Architectural Encroachments)
  - Building Profile and Frontage (Height and Frontage Types)
  - Parking (Parking Placement)
  - Building Types
- Article Ill (Building Types)

Instead, proposed remodels, additions, and alterations shall be evaluated according to the requirements of Article V (Design Guidelines for Historic Resources). A Historic Resource is defined as a building, site or feature that is a local, state, or national historic landmark, or anything that is determined to be a Historic Resource under CEQA. Therefore, the proposed project would be considered an addition to the existing historic resource due to the resource being intrinsically linked with the new construction.

The Design Principles of the DTSP Historic Resource Design Guidelines pertains to how the exterior of new construction would be designed to ensure compatibility with existing historic resources. The following Design Principles are the most relevant to the proposed project:

- **Design Principle 1. Facade Proportion:** Characteristic proportion of existing facades should be respected in relation to new infill development.
- **Design Principle 3. Horizontal Rhythms:** Integrate horizontal elements in the new development (e.g. cornice line, window height/width, and spacing) found in the adjoining historic structures.
- Design Principle 4. Wall Articulation: New development should avoid monolithic street wall facades. Development should learn from adjacent historical structures with facades that are "broken" by vertical and horizontal articulation.
- **Design Principle 5. Roof Articulation:** Flat or sloped consistent with surrounding buildings. Flat roofs should use decorative parapets and heavy cornice lines compatible with adjacent historic architecture. Cornice lines of new buildings (horizontal rhythm element) should be aligned with historic adjacent buildings.
- **Design Principle 6. Building Material Palette:** Materials to be used on infill buildings are to be compatible with the materials used on significant adjacent buildings.
- **Design Principle 8. Setbacks and "Build To" Lines:** Maintain the pattern and alignment of buildings established by the traditional setbacks from the street. Build consistently with the street wall, particularly at comer sites. Design new buildings to respond to the existing building context within a block, and provide continuity to the overall streetscape.
- **Design Principle 10. Storefront Design:** Storefront is an important visual element and should be compatible in scale, rhythm, recesses, etc. to adjoining existing historical storefront design.
- **Design Principle 11. Door and Window Design:** Door and window proportion and detailing should be compatible with adjacent historical architecture, including percent of glass/solid, windowpanes/mullions proportion and window materials

In the Staff Report for the September 5, 2018 DRC/HPC hearing, City Staff recommended a finding that the proposed project complied with these principles, but also made recommendations for how the project could be in further compliance with them. As further discussed in checklist item 5a, the HPC approved this recommendation, thus confirming that the proposed project complied with the development standards of the DTSP.

Through its compliance with the regulations discussed above, the project would not conflict with applicable zoning or other regulations governing scenic quality and no impact would occur.

NO 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 project site is in a dense urban area of Downtown with moderate to high levels of existing lighting. Primary sources of nighttime light in the vicinity include lighting associated with existing commercial and residential developments, streetlights along East Main Street and South Palm Street, and headlights from vehicles on the streets. The primary source of daytime glare in the vicinity is the sun's reflection from metallic and glass surfaces from building and vehicle windows along East Main Street and South Palm Street.

The proposed project would construct a four-story building on a primarily undeveloped site (with the former Top Hat structure in the southeastern corner of the site being the only remaining on-site structure). The project would therefore 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 involve a new building on a primarily undeveloped lot, exterior windows on the proposed building would incrementally increase glare on the project site. Because vehicles would be parked in the interior parking lot, glare from vehicles would be shielded from pedestrian views except when vehicles were entering or exiting the site. The increase in reflected sunlight off the building's windows, and cars entering and exiting the project site would not substantially increase glare compared to existing glare from surrounding buildings. Although the project would generate new sources of light and glare in the area, the proposed increase would not be substantial relative to the existing conditions in the area and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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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?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
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))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

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?

The project site is not identified for Agriculture or Open Space uses. The project site is in an area designated Downtown Specific Plan (DTSP) on the City's General Plan Map, allowing for infill

development in an already urbanized setting. The General Plan "Infill First" strategy means avoiding suburban sprawl by directing new development to vacant land in the City and Sphere of Influence. The project site is primarily undeveloped with the only on-site structure being the former Top Hat structure in the southeastern portion of the site. The properties to the north, east, west, and south are all currently developed with DTSP land use designations. The nearest agriculturally zoned property is over a half mile to the west.

The California Department of Conservation's (CDOC) Farmland Mapping and Monitoring Program classifies the project site 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. 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 currently zoned Urban Core Zone (T6.1). The surrounding area is comprised of commercial retail and other urban uses and 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?	☐	☐	☐	■
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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	■

Air Quality Standards and Attainment

The project site is in Ventura County, in the South Central Coast Air Basin (SCCAB). The Ventura County portion of the SCCAB is under the jurisdiction of the Ventura County Air Pollution Control District (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 PM_{10} (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 area's 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 Ventura County. The Ventura County portion of the SCCAB is in attainment of all other federal and State standards. Because the Ventura County portion of the SCCAB currently exceeds certain state and federal ambient air quality standards, it is required to implement strategies to reduce pollutant levels to recognized acceptable standards.

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).

The VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. 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 of any considerable number of persons or the public. The rule applies to pollutants that generate dust or odors and construction activities are also included.
- **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 PM_{10} efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55.
- **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 California Air Pollution Control Officers Association (CAPCOA) and is recommended 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 air pollutant emissions. 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. Construction was assumed to begin in 2021 with an operational year of 2022. 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 building code, 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. Air pollutant emissions attributed to energy use include natural gas consumption for space and water heating. Area source emissions are generated by landscape maintenance equipment, hearths, 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 reactive organic compounds (ROC) or nitrogen oxides (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.[1] 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 that a project would have a significant impact if it would be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public. 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 that a CO hotspot screening analysis should be conducted for any project with indirect CO emissions greater than the applicable ozone project significance thresholds (i.e., 25 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 (VCACPD 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

[1] The VCAPCD states that construction emissions of ROC and NO_X should not be counted towards the operational emissions thresholds because such emissions are temporary (VCAPCD 2003).

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
- 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 population forecasts contained in the Southern California Association of Governments' (SCAG's) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). As discussed in Section 14, *Population and Housing*, the proposed project would provide housing for approximately 62 residents in 24 new residential units and would increase the City's population to 108,232 persons, an increase of 0.06 percent. This increase would constitute approximately 0.36 percent of SCAG's projected population increase for the City of 17,140 persons through 2040 (SCAG 2016). The growth expected from the project is within regional forecasts. Further, the proposed land use is consistent with the project site's current land use and zoning designation. The project is therefore within the growth forecasts considered in the 2016 AQMP. As a result, the proposed project would not conflict with or obstruct implementation of the AQMP and there would be no impact.

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 PM_{10} standards (VCAPCD 2017; CARB 2015a). The Ventura County portion of the SCCAB is designated in attainment for all other criteria pollutants (i.e., CO, NO_2, SO_2, $PM_{2.5}$, and Pb) under federal and State standards.

Construction Emissions

Estimated maximum daily ROC, NO_X, CO, PM_{10}, and $PM_{2.5}$ construction emissions are shown in Table 2. 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 2, ROC and NO_X emissions would not jeopardize attainment of the federal one-hour standard by generating more than 25 pounds per day of reactive organic compounds 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.

Table 2 Estimated Maximum Construction Emissions

	Maximum Daily Emissions (pounds per day)					
Emission Source	**ROC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Year 2021	9.0	8.6	8.1	<0.1	0.8	0.6
Significance Criteria	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 a recommended quantitative threshold for CO, SO_2, PM_{10}, and $PM_{2.5}$ (VCPACD 2003).

ROC = reactive organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = 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. 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) 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.

The City of Ventura 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 EIR. 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 NO_x 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 3 summarizes estimated emissions associated with project operation. As shown therein, operational emissions would not exceed VCAPCD significance criteria for ROC and NO_X. Therefore, the proposed project's operational emissions would be less than significant.

Table 3 Estimated Operational Emissions

	Maximum Daily Emissions (pounds per day)					
Emission Source	**ROC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	1.0	<0.1	1.9	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.4	1.3	3.6	<0.1	1.1	0.3
Total Project Emissions	**1.4**	**1.4**	**5.6**	**<0.1**	**1.1**	**0.3**
Significance Criteria	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, SO_2, PM_{10}, and $PM_{2.5}$ (VCPACD 2003).

ROC = reactive organic compounds; NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = 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 VCACPD Rule 74.2). Emissions presented are the highest of the winter and summer modeled emissions.

LESS THAN SIGNIFICANT IMPACT

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 receptor closest to the project site is a single-family residence located approximately 150 feet to the northeast, and Holy Cross School, approximately 180 feet to the northwest/west. 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 PM_{10} 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 the meets both of the following conditions:

1. The project would generate indirect CO emissions 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.

As shown in Table 3, operation of the proposed project would generate approximately 3.6 pounds of indirect CO emissions (i.e., mobile source emissions) per day, which would not exceed the threshold of 25 pounds per day. As discussed in Section 17, *Transportation*, the proposed project would not significantly impact congestion levels at roadway intersections due to the minimal number of vehicle trips generated by the project. 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. Because the project would not generate or include 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 would involve grading of previously disturbed soils in an urban area. Because the site was previously developed, 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 would 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). The proposed project would include residential and commercial uses, neither of which is associated with types of operations that emit objectionable odors. Therefore, because the proposed project would not directly or indirectly generate any objectionable odors or other emissions that would adversely affect a substantial number of people, there would be no impact.

NO IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
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?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	■	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

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?

The project site is in an urbanized area of Ventura and is primarily undeveloped apart from the former Top Hat building in the southeastern portion of the site. There are no special status species on or around the site, primarily due to previous site disturbances, development, and lack of potential habitat for such species. There are several ornamental street trees lining the eastern and southern project site boundaries 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 (CFGC) 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 or indirectly (e.g., through construction noise and vibration) affect nesting birds, which are considered a special status species under CEQA. Therefore, project 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 CFGC, thereby reducing potential impacts to a less than significant level.

Mitigation Measure

BIO-1 Nesting Bird Avoidance

If construction occurs 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 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). The size of the avoidance buffer shall be determined in coordination with a qualified avian biologist and depend on the species, the proposed work activity, and existing disturbances associated with land uses outside the project site. 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.

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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 primarily undeveloped and lacks native biological habitat and water bodies capable of supporting riparian habitat. Furthermore, the surrounding area is developed with commercial 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?

The project site is in an urbanized area that is developed with commercial retail uses. 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 a freshwater forested/shrub wetland approximately 0.4 miles northeast of the project site (United States Fish and Wildlife Service 2019). Based on this feature's distance from the project site and the fact that it is uphill and upstream of the project site, no adverse impacts to this feature would occur.

Additionally, 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. 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 project site is in a dense urbanized area of downtown and the surrounding area is fully developed with commercial and residential uses. The street trees along the project site could potentially serve as habitat for migratory birds, therefore 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.

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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 includes street trees on its eastern and southern boundaries along East Main Street and North Palm Street; however, these street trees would be retained through construction and operation of the project. If project construction would affect these trees, it would be subject to the provisions of Chapter 20.150 of the SBMC, which requires the applicant to obtain a tree permit prior to any actions affecting a 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.

Because the project would not remove any trees, it would not remove any indigenous trees. Therefore, it would not conflict with Ventura General Plan Action 1.24 and there would be no impact

NO 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 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?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

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

The project site is vacant except for the 170 square foot, unoccupied former roadside eatery, the Top Hat Restaurant. The Top Hat Restaurant was determined eligible for listing in the National Register of Historic Places (NHRP) by the California Historical Resources Commission; it is therefore listed in the California Register of Historical Resources (CRHR) and is considered a historical resource for the purposes of CEQA. Because the project site is located in the Downtown Specific Plan (DTSP) area, the project is also subject to the DTSP Historic Resource Design Guidelines, as defined in DTSP Article V, Section 5.20.000. The Top Hat Restaurant is also a contributor to Main Street Commercial Historic District and falls within the boundaries of the Mission Plaza Historical District, listed on the NRHP.

The project has been previously reviewed by the City of Ventura Historic Preservation Commission (HPC) for review and comment. In March 2017, the HPC directed staff and the applicant to attempt to incorporate the Top Hat Restaurant into the project design and to rehabilitate the building and return it to use as a restaurant. In response to these recommendations, the applicant revised the project plans in October 2017, which were subsequently reviewed in 2018 to consider their compliance with the DTSP Historic Resource Design Guidelines and the Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards) (Rincon Consultants 2018). At that time, it was found that the project plans, while conceptual, either complied with or could be brought into full or partial compliance with the Standards and the DTSP Historic Resources Design Guidelines. Recommendations were provided, including project revisions to facilitate this compliance and the input of a qualified historic preservation professional to identify and implement project design elements that will facilitate compliance with the Secretary's Standards. The HPC reviewed the October 2017 project plans in September 2018 and provided comments confirming the project conceptually complied with the Secretary's Standards pending the retention and rehabilitation of the Top Hat building and design modifications relating to massing and materials.

As discussed in the Project Description, the project has been designed to preserve and rehabilitate the existing Top Hat Restaurant in its current location pursuant to and as indicated in the Historic Resource Project Review Memorandum (Appendix I). The structure's use and design would be determined as the project moves through the entitlement process, but the use and design described in this IS-MND constitute the applicant's current preliminary plans for the use and design of the building. The final use and design of the building would be shown in a rehabilitation plan that the applicant is required to develop and submit to the City prior to the issuance of permits and any ground-disturbing activities. These requirements, and adherence to the Historic Resource Project Review Memorandum detailing the preservation and rehabilitation activities required of the project, would ensure that the project would not result in a substantial adverse change to the historical significance of the Top Hat Restaurant, the Main Street Commercial Historic District, or the Mission Plaza Historical District. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

On November 6, 2019, a records search of the California Historical Resources Information System (CHRIS) at the SCCIC at California State University, Fullerton was conducted. The search was conducted to identify all previously recorded cultural resources and previously conducted cultural resources studies within a 0.5-mile radius of the project site. The CHRIS search included a review of the NRHP, CRHR, the Archaeological Determination of Eligibility list, and the California State Historic Resources Inventory list. A complete list of the records search results is included as an attachment to the Cultural Resources Memo, included as Appendix B of this IS-MND.

The cultural resources records search identified 97 previously conducted cultural resources studies within the 0.5-mile radius of the project site. The project site is within the study area of 7 of these prior studies. Based on a review of the existing studies for the project site, the project site is considered archaeologically sensitive. Studies prepared in 2010 and 2012 by Greenwood and Associates document the results of subsurface investigations that identified archaeological deposits related to the Anacapa Hotel (circa 1890) and the Mission Plaza Historic District (circa 1809), including a Mission period Native American component. Although the studies are more than five years old (industry standard for reexamination), they provide a substantial amount of information concerning the archaeological deposits on the project site. The Greenwood and Associates studies (2010 and 2012) identified the presence of intact archaeological elements on the project site. These elements include portions of the Mission's east wing, such as an intact room with floor tiles and parts of the east wing's foundation present along the northern boundary of the project site. The Mission Plaza Historic District and archaeological remains associated with the District are listed on the NRHP (Number 75000496).

Greenwood and Associates provided recommendations for the project site as a result of their study in 2012. These recommendations include preservation in place of the area referred to as Area 1 (Greenwood and Associates 2012:46); which includes several intact elements of the San Buenaventura Mission. This area includes an intact room with floor tiles and foundations and the Mission Period Native American component identified during testing. Outside of Area 1, Greenwood and Associates state that the data potential within the project site has been exhausted and recommend that archaeological monitoring be carried out and unique artifacts recovered from construction be curated. In order to avoid the potentially significant impact of potentially damaging sensitive archaeological resources during construction of the project, these measures are included

below in Mitigation Measure CUL-1. 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 are discovered, and all appropriate guidelines would be followed.

Mitigation Measure

CUL-1 Preservation in Place and Archaeological Monitoring

As identified by Greenwood and Associates in 2012, Area 1 shall be preserved in place. For the remainder of the project site, initial project-related ground-disturbing activities shall be observed by a qualified archaeological monitor under the direction of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for prehistoric archaeology (NPS 1983). Archaeological deposits outside of Area 1 shall be monitored to collect unique artifacts unearthed during construction, and any collected artifacts shall be curated at the Museum of Ventura County.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project site has been previously disturbed and graded from prior development. Previous grading activities did not uncover any human remains. The likelihood that intact human remains are present in the surficial soil layer is low. In the unlikely event that human remains 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 of human remains, Mitigation Measure CUL-2 has been developed. 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 federal, state, and local guidelines would be adhered to.

Mitigation Measure

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 are discovered, and all appropriate guidelines would be followed.

CUL-2 Unanticipated Discovery of Human Remains

The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

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?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

Setting

California is one of the lowest per capita energy users in the United States, with the fourth lowest per capita energy use among the 50 states, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018). California consumed 292,039 gigawatt-hours of electricity and 2,115 billion cubic feet of natural gas in 2017 (California Energy Commission [CEC] 2019, EIA 2018). The single largest end-use sector for energy consumption in California is transportation (40.3 percent), followed by industry (23.1 percent), commercial (18.7 percent), and residential (18.0 percent) (EIA 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest and Southwest in 2017 (CEC 2019). In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2019). 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. Gasoline is the most used transportation fuel in California with 15.1 billion gallons sold in 2015 and is used by automobiles and light-duty trucks (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, buses, trains, watercraft, farm equipment, heavy-duty construction equipment, and military vehicles (CEC 2016b).

The project site would be provided electricity by Southern California Edison (SCE) and natural gas by Southern California Gas Company (SCG). Table 4 and Table 5 show electricity and natural gas consumption by sector and in total for SCE and SCG.

Table 4 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 5 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 C includes gasoline and diesel use calculations). As shown in Table 6, construction equipment and worker trips would consume approximately 8,681 gallons of diesel fuel and 1,516 gallons of gasoline fuel, or approximately 1,273 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 vacant site. Natural gas and electricity would be used for lighting, heat, water use, and the overall operation of the building. Gasoline consumption would be attributed to the trips generated by new residents and employees and customers of the retail use on-site. 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 an estimated 470,156 annual vehicle miles travelled (VMT) during operation (Appendix A). Table 7 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 6 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel	MMBtu[4]
Diesel Fuel (Construction Equipment, Vendor Trips, & Hauling Trips)[1,2]	8,681	1,106
Gasoline Fuel (Construction Worker Vehicle Trips)[3]	1,516	166
Total		**1,273**

[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 7 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	61.1	287,336	24.0	11972	1,314
Light/Medium Trucks	32.3	152,035	17.4	8,738	959
Heavy Trucks/Other	6.2	29,065	7.4	3,928	501
Motorcycles	0.4	1,718	43.9[5]	39	4
Total	**100.0**	**470,154**	**–**	**–**	**2,779**

[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 2015b).

Notes: Totals may not add up due to rounding.

As shown in Table 7, project-related operational vehicle trips would consume approximately 2,779 MMBtu each year.

Project operation would consume an estimated 232,439 kWh per year, or 0.23 GWh (793 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 281,959 kBtu, or 0.003 MMthm (281 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 currently 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	☐	■
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

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?

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?

Similar to all of southern California, 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, approximately 300 feet to the north, which is mapped in an Alquist-Priolo Earthquake Fault Zone. The project site is within this Earthquake Fault Zone, but no active faults have been mapped across the project site (CGS 2003). The site is approximately three miles north of the Oak Ridge Fault, four miles northeast of the McGrath Fault, and five miles north of the Montalvo Fault. A map depicting the project site in relation to faults in the area is shown in Figure 15.

The entire southern California region is susceptible to strong ground shaking from severe earthquakes. The project is approximately 200 feet south of the Ventura Fault. Earth Systems Southern California prepared a geotechnical engineering report for the project site in 2004 and prepared an update for the project site in 2010. These reports are attached and included as Appendix D. The geotechnical report determined that the potential for strong ground shaking at the project site is high (Earth Systems 2004; 2010). 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, such as the seismic safety requirements in the International Building Code (IBC), the 2016 California Building Code (CBC), and the San Buenaventura Municipal Code (SBMC) to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. In addition, the applicant would be required to incorporate any recommendations from the site-specific geotechnical report into the project to reduce geotechnical related hazards affecting building stability and foundation. Compliance with these requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Furthermore, the project would not increase ground shaking hazards at adjacent properties. Therefore, impacts related to strong seismic ground shaking would be less than significant.

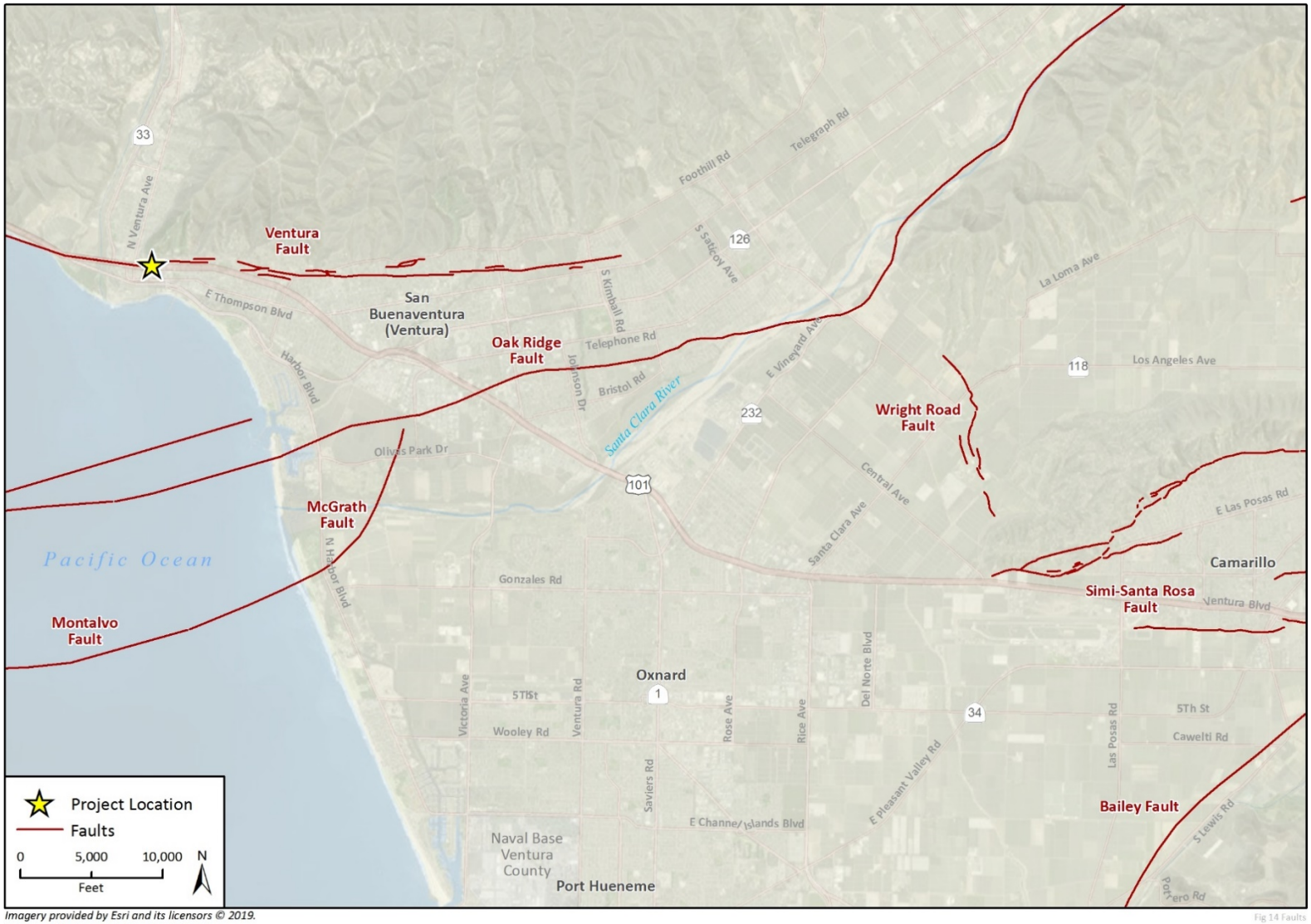
LESS THAN SIGNIFICANT IMPACT

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?

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?

The geotechnical report determined that the site is capped with about five feet of artificial fill that consists of medium stiff to stiff clayey soils. Below the uncertified fill are soils consisting of clayey silts, clays, and silty clays (uncertified fill refers to soils that were not certified by a professional geologist). Groundwater was encountered at a depth of approximately 23.5 feet below ground surface (bgs) during drilling, however based on the degree of saturation of samples taken on the site, groundwater may be encountered between five to 10 feet bgs. The historical groundwater table is about 7 feet bgs. The project site is in a liquefaction hazard zone; however, the geotechnical

Figure 15 Active Faults



report determined that site-specific lateral spreading and settlement hazards are low (Earth Systems 2004; 2010; CGS 2003).

Although settlement hazards are low, the geotechnical report states that the primary geotechnical concerns at the site are the presence of uncertified fill material and compressible soils. To address these concerns and make the site feasible for construction, recommendations are presented in the geotechnical report which address grading, shoring, utility trenches, structural design, foundations, slabs on grade, retaining walls, and paving. Per the City Municipal Code (Section 12.220 Grading Regulations), recommendations made by a geotechnical engineer to address site-specific geologic hazards shall be included in project plans prior to issuance of permits. Additionally, the project would be required to comply with current engineering practices as reflected in the IBC and the CBC. The CBC and IBC regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of adverse soil conditions. Since the project would be required to comply with City and state building codes and adhere to the recommendations made by the site-specific geotechnical report, the project would not increase potential exposure to liquefaction, settlement, or ground failure and impacts 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?

The project site is relatively flat, with only a slight upward slope from south to north, and there are no significant slopes on or near the site. The hillsides to the north are approximately 300 feet away, and per the Geotechnical Investigation, hazards associated with landslides and rockfall are considered low (Earth Systems 2004; 2010). Therefore, the project would not expose people or structures to potential adverse 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?

Construction of the project would result in ground surface disturbance during grading, which could create the potential for soil erosion. The City of San Buenaventura Municipal Code Section 8.600.410A requires the project to comply with any conditions and requirements established by the National Pollutant Discharge Elimination System (NPDES) permit 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 (BMPs) 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.

LESS THAN SIGNIFICANT IMPACT

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?

Expansive soils have relatively high clay mineral content and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. The geotechnical report concludes that on-site bearing soils have a shrink-swell potential of "low" (Earth Systems 2004;

2010). Therefore, the project would not be located on expansive soil and 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 the City's sewer system. 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 in downtown Ventura. Although the site is undeveloped except for the former Top Hat restaurant in the southeastern corner of the site, the site has experienced previous disturbance due to prior development on the site. There are no unique geologic features on the site. Due to the previous site disturbances, it is unlikely that unique paleontological are present on the site. Furthermore, the project would not involve extensive grading or excavation activities that would be likely 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

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.

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 Planning Manager, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. Any discovered deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2 (which include but are not limited to: resource avoidance, deeding the site, capping or covering, incorporation of the resource into the project, or direct removal). Work shall not resume until authorized by the Planning Manager and the qualified paleontologist.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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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?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

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 (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). 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, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, and CH_4 results from off-gassing associated with agricultural practices and landfills.

Human-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and SF_6 (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 (CO_2) is used to relate the amount of heat absorbed to the amount of the GHG emissions, referred to as carbon dioxide equivalent (CO_2e), and is the amount of a GHG emitted multiplied by its GWP. CO_2 has a 100-year GWP of one. By contrast, CH_4 has a GWP of 25, meaning its global warming effect is 25 times greater than that of CO_2 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 CO_2e (CO_2 equivalent) in 2010. CO_2 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 CO_2e 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 CO_2e in 2016, which meet the goal of AB 32 of achieving 1990 GHG emission levels (431 MMT CO_2E) by 2020 (CARB 2018). 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 (CEC 2017a).

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 CO_2e. 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 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) CO_2e by 2030 and two MT CO_2e 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. ARB adopted new regional targets for reducing GHG emissions 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. 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 CAPCOA *CEQA and Climate Change* white paper (CAPCOA 2008). GHG emissions associated with the proposed project were calculated using CalEEMod (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 2021. 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 VCACPD does not provide a recommended period of amortization for construction emissions. Therefore, because the jurisdiction of the 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 CO_2, CH_4, and N_2O associated with energy use, area sources, waste generation, water use and conveyance. CalEEMod also calculates emissions of CO_2 and CH_4 generated by project-generated vehicle trips (i.e., mobile sources). However, CalEEMod does not calculate N_2O emissions from mobile sources; therefore, N_2O emissions were quantified separately using guidance from CARB (see Appendix A for calculations). Because the project would be operational post 2020, 2030 was inputted and modeled for the project's operational year, in order to provide a more accurate comparison to 2030 targets per SB 32.

Project Service Population

The project's per person GHG emissions were calculated by dividing total GHG emissions by the project's service population (residents plus employees). Average household size varies throughout California; therefore, the service population attributed to this project is based on average household

size data specific to Ventura. The average household size in the City of Ventura is 2.58 persons per household (California Department of Finance 2019). As such, the project would add an estimated 62 residents (24 units x 2.58 persons per unit) to the City. The project would also provide new employment opportunities. As shown in Table 8, the project would generate approximately 7 employees. Therefore, the project's service population would be 69 persons.

Table 8 Proposed Project Employment Forecasts

Use	Area (sf)	Square Feet per Employee[1]	Total Employees
Specialty Retail Store	3,850	549	7

Source: United States Green Building Council 2008.

Significance Thresholds

CEQA Guidelines Section 15064.4(b) states that a lead agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

Project-Specific Efficiency Threshold

Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. These thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions. A locally appropriate 2030 project-specific threshold is derived from CARB's recommendations in the 2017 Climate Change Scoping Plan Update, as discussed below.

With the release of the 2017 Climate Change Scoping Plan Update, CARB recognized the need to balance population growth with emissions reductions and, in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (e.g., agriculture and industrial). Accordingly, consistent with the concerns raised in the Golden Door (2018) and Newhall Ranch (2015) decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally-appropriate, evidence-based, project-specific threshold consistent with the SB 32 target.

To develop this threshold, the local planning area (the City of Ventura) was first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. A description of major sources of emissions that are included in the State Scoping Plan emissions sectors can be found in Table 9.

The project site does not contain agricultural or industrial uses; therefore, the Agricultural and Industrial Emissions Sectors were considered locally inappropriate and were removed from the State 2030 emissions forecast. Additionally, Cap and Trade emissions reductions occur independent of any local jurisdictional land use decisions and were also excluded from the locally appropriate target.

After removing Agricultural, Industrial, and Cap and Trade emissions, the remaining emissions sectors with sources within the area were then summed to create a locally appropriate emissions total for a project in Ventura. This locally-appropriate emissions total is divided by the statewide 2030 service person population to determine a locally-appropriate, project-level threshold of 3.2 MT of CO_2e per service population that is consistent with SB 32 targets, as shown in Table 9 and Table 10.

Table 9 SB 32 Scoping Plan Emissions Sector Targets

GHG Emissions Sector[1]	2030 State Emissions Target (MMT)[1]	Locally Appropriate[2]	Project Specific	Major Sources[3]
Residential and Commercial	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High GWP	11	Yes	Yes	SF_6 from power stations, HFCs from refrigerants and air conditioning[4]
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial	83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the City and would not be allowed under the proposed RRSP amendments
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO_2e per year[6]
Scoping Plan Target (All Sectors)	**260**	**No**	**No**	**All emissions sectors**
Locally Inapplicable Sector (Industrial)	-83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations[5]
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management
Locally Inapplicable Sector (Cap and Trade)	60	No	No	Reductions from facilities emitting more than 10,000 MT CO_2e per year[6]
2030 Target for Locally Applicable Emissions Sectors	**213**	**Yes**	**Yes**	**Emissions applicable to the project**

MMT = million metric tons

[1] All State targets in MMT CO_2e. See the 2017 Climate Change Scoping Plan, page 31 for sector details (CARB 2017).

[2] Locally-appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the planning area.

[3] See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: https://www.arb.ca.gov/cc/inventory/data/data.htm

[4] SF_6 is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

[5] The majority of this sector is not applicable to the local planning area, and any potential applicable subsectors cannot be disaggregated due to CARB accounting methods. Therefore, the entire sector has been removed to ensure a more conservative target.

[6] Cap and Trade is excluded as reductions will occur independent of local project land use decisions and are therefore not locally appropriate.

Table 10 SB 32 Locally-Appropriate Project-Specific Threshold

California 2017 Climate Change Scoping Plan	California 2030 Population (persons)[1]	43,631,295
	California 2030 Employment Projection (persons)[2]	23,459,500
	Service Population (persons)	67,090,795
Locally-Appropriate 2030 Project Threshold	2030 Locally-Appropriate Emissions Sectors (MT of CO_2e)	213,000,000
	2030 Service Population (persons)	67,090,795
	2030 Service Person Target (MT of CO_2e per Service Person)	3.2[2]

[1] California Department of Finance 2018

[2] Average of employment range projections under implementation scenario. See CARB 2017 Climate Change Scoping Plan Update, page 55 (CARB 2017).

[3]Total of 3.17 has been rounded up per Scoping Plan general methodology. Lead agencies may determine this threshold as they deem appropriate.

At this time, the State has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the State will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In the recently signed EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

While State and regional energy and transportation systems regulations, along with the State's Cap and Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State's long-term targets, local governments can do their fair share toward meeting the State's targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The AEP Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their "substantial progress" toward achieving long-term reduction targets identified in available plans, legislation, or EOs. Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the anticipated commercial development would impede "substantial progress" toward meeting the reduction goal identified in SB 32 and EO B-55-18. As SB 32 is considered an interim target toward meeting the 2045 State goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State's long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is important because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and avoid adverse environmental consequences.

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 8 months, based on CalEEMod default assumptions, and the project is assumed to become operational in 2021. Based on CalEEMod modeling results, construction activities for the project would generate an estimated 93 MT of CO_2e per year (Table 11). Amortized over a 30-year period (the assumed life of the project per SCAQMD guidance), project construction would generate about 3.1 MT of CO_2e per year.

Table 12 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.

Table 11 Estimated Construction GHG Emissions

Year	Project Emissions (MT of CO_2e per year)
Total	93
Total Amortized over 30 Years	3.1

See Appendix A for CalEEMod worksheets.

Table 12 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT of CO_2e)
Construction	3.1
Operational	
Area	0.3
Energy	53
Solid Waste	7.6
Water	8.5
Subtotal	69.4
Mobile	
CO_2 and CH_4	144
N_2O	4.5
Subtotal	148.5
Total	**218**
Service Population (residents + employees)	69
Emissions Per SP	3.1
Locally-Applicable, Project-Specific Threshold	3.2
Threshold Exceeded?	No

See Appendix A for CalEEMod worksheets.

As shown in Table 12, the increase in annual emissions from both construction and operation of the proposed project would total approximately 3.1 MT of CO_2e per SP. These emissions would be below the 3.2 MT of CO_2e per SP threshold. It is important to note that the emissions modeled are conservative, as the modeled mobile emissions assume that all vehicle trips are new trips, rather

than diverted from other locations. Project impacts related to greenhouse gas emissions would be less than significant.

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 have not adopted plans or policies related to GHG emission reductions.

Specific land use objectives identified in SCAG's 2016 RTP/SCS (the Plan) 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 provide residential/commercial infill development along North Palm Street and East Main Street, which provide access to the urban core of the downtown. The project site is adjacent to a roadway and within walking distance of the following Gold Coast Transit bus stops: the Main/Figueroa stop (about 400 feet to the west) and the Main/Oak stop (about 450 feet to the east), which are served by Gold Coast Transit Routes 6 and 18f. The project includes 10 bicycle spaces to accommodate active modes of transportation. The project site is about 350 feet east of Mission Park, 520 feet south of Grant Park, 725 feet east of Eastwood Park, and 0.3 miles west of Plaza Park. In these ways, the project fulfills several land use objectives of SCAG's RTP/SCS, including reflecting changing population and demands, encouraging new household growth in areas served by existing public transportation, and focusing growth around existing, livable transportation corridors.

Furthermore, project compliance with 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. As discussed in the response to item 7a, annual GHG emissions for the proposed project would be less than the threshold of 3.2 MT of CO_2e per SP. As discussed in Section 10, *Land Use and Planning*, the project would be consistent with applicable land use and zoning designations. It would also be consistent with applicable policies of the Ventura General Plan, including a range of policies aimed indirectly at reducing GHG emissions through reductions in vehicle miles traveled, energy use, and water consumption. Consequently, 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?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	■	☐

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?

Grading and construction activities could use a limited amount of hazardous and flammable substances/oils during heavy equipment operation for site preparation and building construction. However, the transport, use, and storage of hazardous materials during construction of the project 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. Because the project includes residential and commercial/retail uses, it would not involve any routine disposal of hazardous materials. Therefore, the project would not create a significant hazard to the public or the environment through a reasonably foreseeable upset or accident involving the release of hazardous materials; or the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

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?

The school nearest to the project site is Holy Cross School, which is housed in a building approximately 200 feet northwest of the site. Although this school is within 0.25 miles of the project site, the project would involve construction of residential and commercial/retail uses whose operational activities would not involve use or storage of hazardous materials (see discussion in checklist items a and b). Though potentially hazardous materials such as fuels, lubricants, solvents, and oils could be used during 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. Because the proposed project would not involve the use of or emit large quantities of hazardous materials, impacts associated with hazardous emissions and hazardous materials near a school would be less than significant.

LESS THAN SIGNIFICANT 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 and listings compiled pursuant to Government Code Section 65962.5 were checked by Rincon on October 4, 2019 for known hazardous materials contamination at the site:

- **United States Environmental Protection Agency (U.S. EPA)**
  - Superfund Enterprise Management System (SEMS)/Envirofacts database search
- **State Water Resources Control Board (SWRCB)**
  - GeoTracker search for leaking underground storage tanks (LUST) and other cleanup sites

- **Department of Toxic Substances Control (DTSC)**
  - EnviroStor database for hazardous waste facilities or known contamination sites
  - Cortese list of Hazardous Waste and Substances Sites

The project site is listed in the Geotracker database due to the historical presence of a LUST that was removed in July 2004. The listing is closed with a clean-up status of Completed-Case Closed as of 2005, with a closure/no further action letter dated August 2005. The site was not listed in any of the other above environmental databases. Because there is no evidence of contamination or hazardous material facilities/sites on the site or sites in the vicinity that would create a significant safety hazard, this impact 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 within an airport land use plan, or within two miles of a public or private airport. The closest airports are Oxnard Airport, approximately 7 miles southeast of the site; Camarillo Airport, approximately 12 miles east/southeast of the site; Santa Paula Airport, approximately 14 miles northeast of the project site; and the Ventura County Naval Base, approximately 15 miles southeast of the project site. Because the project site is sufficiently distant from these facilities, the proposed project would not expose future residents or workers to excessive aviation related safety hazards or excessive noise levels, and 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?

Pursuant to the City's Municipal Code (Section 16.155), construction activities that may temporarily restrict vehicular traffic would be required to implement measures to facilitate the passage of people and vehicles through or around any required road closures. Any road closures would have to be approved by the City's Public Works Department and would have to conform to all applicable standards.

Access to the project site would be from North Palm Street, East Main Street, and the rear alley to the north. During each phase of development, on-site access would be required to comply with standards established by the City's Public Works Department. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to City of San Buenaventura Fire Department standards. Additionally, the project would be required to conform to applicable California Fire Code standards. The 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. As with any development, access to and through the residential area of the project would be required to comply with required street widths as determined in the 2019 California Building Code, Master Plan of Streets, and the California Fire Code. 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?

Although the project site is in an urban downtown area, the project site is in an area that has been designated as a Very High Fire Hazard Severity Zone in a Local Responsibility Area due to the vegetated hillsides to the north (California Department of Forestry and Fire Protection (CalFire 2010). The Thomas Fire occurred in the hillsides north of the project site in December 2018. The Thomas Fire is California's second largest wildfire to date and burned an area of 281,893 acres in Ventura and Santa Barbara Counties. In response to this, the City of San Buenaventura Building and Safety Department has developed several documents/checklists for new developments in High Fire Hazard Areas, which detail requirements, strategies and actions in response to extreme wildfires, such as adhering to 2018 CBC Chapter 7A and CRC Section R337 requirements (building materials, systems, and assemblies in exterior design) and demonstrating compliance with vegetation management strategies (removing flammable vegetation, tree limbs, etc.). Since the project would be required to adhere to both State and City design requirements required in the High Hazard Severity Zone area, as well as other guidelines listed in the 2019 CBC and CFC, the project would not expose people or structures to substantial wildland fire risk, and impacts would be less than significant.

LESS THAN SIGNIFICANT 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?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
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;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	■

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

Project-related grading and construction, including on-site operation of heavy equipment during grading and construction, would require temporary disturbance of surface and subsurface soils which could potentially result in erosion and sedimentation. The project site is relatively flat, so the potential for soil erosion is low, but peak stormwater runoff could result in short-term sheet erosion in areas of exposed soils.

During construction, the project applicant would be required to implement structural and non-structural erosion, sediment, waste and pollutant control Best Management Practices (BMPs). In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. Compliance with the Ventura County Municipal Separate Storm Sewer System Permit, and City Municipal Code (Chapter 12.220 – Grading Regulations and Chapter 8.600 – Stormwater Quality Management), would require the development and implementation of a Storm Water Pollution Control Plan (SWPCP). The purpose of this plans is to identify all potential sources of pollution which may be expected to affect the quality of storm water discharge from a project site and provide BMPs to help reduce potential impacts. The BMPs would include measures that would be implemented to prevent discharge of eroded soils from the construction site and sedimentation of surface waters off-site. The BMPs would also include measures to quickly contain and clean up any minor spills or leaks of fluids from construction equipment. Given the relatively flat topography of the site, the distance from surface waters (the nearest surface waters are the Pacific Ocean, approximately 0.4 miles to the south, and the Ventura River about a half mile to the west), and implementation of a required stormwater control plan, construction of the project would not violate any water quality standards or waste discharge requirements. Compliance with the Ventura County Municipal Separate Storm Sewer System Permit and City Municipal Code would reduce water quality and waste discharge impacts from runoff during temporary construction activities and impacts would be less than significant.

After construction, the project would be subject to the requirements of a Ventura County Municipal Separate Storm Sewer Systems Permit and City Municipal Code. These requirements establish limits for the concentration of contaminants entering the storm drain system and requires all non-stormwater discharges from entering the storm drain system. Additionally, the applicant would be required to design storm drains that conform to the standards approved by the City Engineer.

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 high-density residential in the California Ocean Plan. All onsite stormwater discharge locations would be required to capture trash 5mm in size and greater by Full Capture System devices. Full Capture System device are defined by the State of California Water Resources Control Board Storm Water Program – Trash Implementation Program website at:
https://www.waterboards.ca.gov/water_issues/programs/stormwater/trash_implementation.html.

Conformance with the Ventura County Municipal Separate Storm Sewer System (MS4) Permit, City Municipal Code, and California Ocean Plan would reduce water quality and waste discharge impacts from runoff during long-term operational activities, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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 Lower Ventura River Basin, which has a total storage capacity of 264,000 acre feet, using an area of 5,300 acres, an average water bearing thickness of 60 to 100 feet thick, and an estimated average specific yield of 8 percent (California Department of Water Resources 2003).

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. 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?

The proposed project would not alter the course of any stream or river but would alter existing drainage flows on the project site. The existing on-site drainage pattern is currently uncontrolled. The proposed project would cover the project site with impervious surfaces, reducing permeable surfaces compared to existing conditions. These alterations would change on-site drainage patterns and increase the volume of stormwater runoff from the site.

Stormwater runoff is often contaminated with sediment, pesticides, pathogens, trash, debris, petroleum hydrocarbons and heavy metals, especially when the source of urban runoff is paved roadways and the runoff is generated by the first storm of the winter season. Required compliance with Ventura County Municipal Separate Storm Sewer System Permit and City Municipal Code would ensure water quality is not affected by runoff from the project site and impacts will be less than significant.

During operation, the project would be subject to the requirements of the Ventura County Municipal Separate Storm Sewer System Permit. The NPDES program requires stormwater permits

for point source discharges, and the County's Permit establishes limits for the concentrations of contaminants entering the storm drain system and prevents all non-stormwater discharges from entering the storm drain system.

With incorporation of Ventura County Municipal Separate Storm Sewer System Permit requirements during construction and operation, the project site would not discharge polluted stormwater in excess of City and County requirements. Impacts to water quality and the project site's drainage pattern would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

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

The project site is approximately 0.4 miles from the shoreline of the Pacific Ocean. Per the geotechnical report, the relative elevation of the north end of the site is about 33.5 feet above mean sea level and the elevation of the south end of the site is about 26.5 feet above mean 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 near any large bodies of water subject to seiche.

The FEMA Flood Map Service Center provides the site-specific Flood Hazard Map relevant to the project site (Map No. 06111C0745E, Effective Date January 20, 2010; FEMA 2010). This map shows that the site is not in the 100-year flood hazard area, rather it is in "Areas determined to be outside the 0.2 percent annual chance floodplain - Zone X".

Construction and operation of the proposed project would alter the current drainage pattern of the site because the site is primarily undeveloped, but would not, as discussed in checklist item 10 ci-ciii, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and implementation of the project would not otherwise increase flood risks on or off the project site. The project site is in an urban area with existing stormwater drainage systems. With implementation of standard BMPs, the project would not risk release of pollutants due to project inundation in flood, tsunami or seiche zones. 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 as a residential and commercial retail project. As discussed throughout this section, the project would not negatively impact water quality. Therefore, the proposed project would not interfere with or obstruct implementation of water quality standards or substantially degrade surface or ground water quality or supplies. 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?	☐	☐	☐	■
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?	☐	☐	☐	■

a. Would the project physically divide an established community?

The proposed project involves construction of a mixed-use building and preservation of the existing Top Hat structure on the project site, which is currently inaccessible to the public. The 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 Downtown Specific Plan (DTSP) and is zoned Urban Core Zone (T6.1). The proposed project would involve constructing a mixed-use residential and commercial retail building, which is consistent with the project site's zoning and General Plan land use designation. The proposed development utilizes building placement and design to protect an existing historic resource, mask a ground floor parking area from the right of way, and integrates the project with the surrounding existing urban development. It would be consistent with General Plan Land Use Element Goal 1 (Support the adoption and implementation of local and regional guidelines which encourage urban development to be located within incorporated cities) and 5 (Encourage orderly growth and development, particularly through the development of vacant and unproductive properties in areas that have already been developed). The project is consistent with the DTSP as it consists of a Commercial Block building with residential and commercial uses which are both recognized as appropriate building types and uses in the T6.1 zone. Additionally, the project complies with DTSP goals 1, 3, 4, 5 by designing a project with high standards of architecture while also incorporating and celebrating a historic resource, maintaining a connection to the public realm, and contributing to the activation of downtown. As discussed in checklist item 1c, the proposed project complies with the development standards of the DTSP.

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

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?	☐	☐	☐	■
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?	☐	☐	☐	■

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

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The project site has been previously developed and is not currently being used for the extraction of mineral resources. The project site and the adjacent parcels are zoned Urban Code Zone (T6.1), where aggregate mining activities are not currently allowed. Moreover, the project would not involve the use of or mining of mineral resources. Because the site is in an area where no significant mineral deposits exist, the project would not create an impact related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, the project would have no impact related to mineral resources.

NO IMPACT

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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?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
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?	☐	☐	☐	■

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

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating

object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

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. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Federal Transit Administration [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 energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2013b). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

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. 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).

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). The nearest noise sensitive receivers to the project site are a single-family residence approximately 150 feet to the northwest and Holy Cross School approximately 180 feet to the northwest/west. The nearest sensitive vibration receiver is the residence 150 feet to the northwest.

Over the course of a typical construction day, construction equipment could be as close as 150 feet from the nearest sensitive receiver. However, because most project construction and heavy equipment use would occur at the center of the site, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 50 feet from the project boundary. As such, a distance of 200 feet was used to assess potential impacts to sensitive receivers.

Project Noise Setting

The most prevalent source of noise in the project site vicinity is vehicular traffic on East Main Street, South Palm Street, and U.S. 101 in the distance to the south. Ambient noise levels are generally

highest during the daytime and rush hour unless congestion substantially slows speeds, which tends to reduce ambient noise levels.

To characterize ambient sound levels at and near the project site, three 15-minute sound level measurements were conducted on November 4, 2019 during the AM peak traffic hour between 7:06 and 8:06 a.m. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Figure 16 shows the noise measurement locations, and Table 13 summarizes the results of the noise measurements. Detailed sound level measurement data are included in Appendix E.

Table 13 Project Site Sound Level Monitoring Results

#	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)
1	Eastern boundary of the project site along North Palm Street	7:06 – 7:21 a.m.	100 feet to East Main Street and 300 feet to Poli Street	58
2	Southern boundary of the project site along East Main Street	7:27 – 7:42 a.m.	Adjacent to East Main Street	64
3	Adjacent to the north along rear alley	7:51 – 8:06 a.m.	Within 100 feet of Holy Cross School	59

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

See Appendix E for noise monitoring data. See Figure 16 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 14. 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 16 Noise Measurement Locations

Imagery provided by Microsoft Bing and its licensors © 2019.

Table 14 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

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 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 operates 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 of the activity to determine the L_{eq} of the operation (FHWA 2018). Each phase of 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.

Construction activity would result in temporary noise in the project vicinity, exposing surrounding sensitive receivers to increased noise levels. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving). Typical heavy construction equipment during project grading could include dozers, excavators, loaders, and dump trucks. It is assumed that diesel engines would power all construction equipment. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Based on the size of the site, two pieces of equipment, such as two dozers, would be sufficient to grade the site. Following grading, similar size cranes and backhoes/loaders would likely trench the foundations and utilities, followed by a concrete truck to pour the concrete. Following the setting of the foundation it is anticipated only deliveries and minor equipment (e.g. forklifts, man-lifts, and flatbeds with mounted cranes) would be used during building construction. A concrete truck would also likely be used during the final driveway and curb pour. The grading activities would generate the greatest noise levels of the identified activities: 85 dBA L_{max} at a distance of 50 feet. Given the fluctuations in power this results in a maximum hourly noise level of approximately 81 dBA L_{eq} (RCNM calculations are included in Appendix E) at 50 feet from the source. Based on the distance to the nearest sensitive receiver, this results in an attenuated noise level of 71.5 dBA L_{eq} at the nearest sensitive receiver.

The existing ambient noise levels in the project site vicinity generally range from 58-64 dBA L_{eq} (Table 13). Although the City has not adopted any specific construction noise thresholds, construction would generate temporary noise in excess of ambient noise levels for the approximately 8-month construction period. The project applicant would be required to adhere to construction activity limitations specified in the City's Municipal Code,[2] which would limit construction noise to between 7:00 AM and 8:00 PM, when people do not ordinarily sleep. 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 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

[2] Based on the Section 10.650.150(d)(1) of the City's Municipal Code, construction is not permitted between the hours of 8:00 PM and 7:00 AM.

zone as shown in Table 14. However, as shown in Table 13, the daytime ambient noise level in the general site vicinity ranges, approximately, from 58-64 dBA L_{eq}, which exceeds the daytime exterior noise level limit of 50 dBA L_{eq} for residential properties. 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 is 65 dBA L_{eq} for the residential property to the northeast. This analysis uses this adjusted daytime exterior noise level limit and the nighttime exterior noise level limits as shown in Table 14 as the thresholds to determine the significance of operational noise impacts. On-site operational noise would include the following:

On-site Parking

The proposed project includes a ground level, enclosed parking lot with 41 parking spaces which would be a source of on-site operational noise. Noise associated with parking lot activities include onsite vehicular traffic, car door slamming, car alarms, vehicle engine start-up, tire squealing, and people conversing. The parking structure activities would occur within the building structure and would be primarily enclosed apart from the driveways, which would reduce most operational noise outside the proposed parking lot. The parking lot activities and associated noise would be similar to those in the surrounding area and would not subject nearby noise-sensitive receivers to excessive noise.

Delivery Trucks and Trash Hauling

On-site activities would include the use of delivery trucks and trash hauling. Delivery trucks and trash hauling trucks would access the site using the rear alley to the north of the site because the trash enclosure is located in the northeast corner of the site. These activities would be located approximately 150 feet from the nearest residential receptor. Maximum noise levels generated by passages of medium duty delivery trucks generally range from 61 to 71 dB at a distance of 50 feet, depending on whether or not the driver is accelerating. Based on the 150 foot distance to the nearest receiver, noise levels from trucks would range from 52 to 62 dB, which would not exceed ambient noise levels in the area of 58-64 dBA L_{eq} or the daytime exterior noise level limit of 65 dBA L_{eq} at the nearest residence. Operational noise impacts from delivery trucks and trash hauling would be less than significant.

Heating, Ventilation, and Air Conditioning Equipment

HVAC equipment would be located on the roof of the proposed 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 Leq 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 150 feet from the nearest residential property, without taking into account the height of the proposed building. With a noise attenuation of 6 dBA per doubling of distance, noise from rooftop HVAC equipment would be approximately 50 dBA L_{eq} at the nearest residential property. As shown in Table 13, ambient noise levels in the general project vicinity range from 58-64 dBA $L_{eq.}$ Therefore, implementation of the project would not generate noise levels in excess of existing ambient conditions and would not subject nearby receivers to noise levels over 65 dBA L_{eq}.

Outdoor Commercial Activity

Because the proposed project would allow for the rehabilitation and possible renewed operation of the Top Hat restaurant, it could lead to noise from outdoor commercial activity at this location. However, there is currently no proposal to operate the Top Hat restaurant, and any future proposal for such activity would require permits from the City for a new commercial food service establishment at this location before it became operational. Additionally, noise from outdoor commercial activity at this location would be similar to noise from outdoor commercial activity at nearby locations, including several restaurants with outdoor seating on Main Street within one block of the project site. Therefore, potential impacts from outdoor commercial activity would be less than significant.

Off-site Traffic Noise Impacts

The proposed project would introduce 24 new apartments and commercial retail space to the project site and its vicinity. Existing noise-sensitive uses near the project site may be subject to on- and off-site traffic noise associated with operation of the proposed project. As discussed in *Sensitive Receptors*, the noise-sensitive receiver nearest to the project site is a single-family residence to the northeast.

Motor vehicle trips to and from the project would increase traffic volumes on nearby roadways, thus incrementally increasing traffic noise in the area. The dominant noise-generating sources in the area are East Main Street and Poli Street. Based on Future 2025 scenario traffic projections shown in the City General Plan, average daily trips (ADT) are projected to be 9,000 ADT on East Main Street and 10,000 ADT along Poli Street. Based on the project site's location, it was assumed that 50 percent of the traffic generated by the project would turn left toward Poli Street and 50 percent would turn right toward East Main Street. The trips generated by the proposed project were calculated based on the mid-rise apartment land use code provided by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition (2012), and the Strip Mall/Specialty Retail Center ITE land use code, consistent with the land uses and trip generation rates in CalEEMod. As shown in Table 15, the project is estimated to generate 331 daily trips.

Table 15 Estimated Project Vehicle Trip Generation

	Weekday Peak Hour		
ITE Land Use	**AM**	**PM**	**Total Daily Trips**
223: Mid-Rise Apartments	7	9	160
826: Strip Mall/Specialty Retail Center	26	10	171
Total	**34**	**19**	**331**

ADT Generation Rates
Mid-Rise Apartments: 24 proposed units x 6.65 weekday trips/dwelling unit.
Specialty Retail Center: 3,850 square feet x 44.32 weekday trips per ksf

AM and PM Peak Hour Rates
Mid-Rise Apartments: AM Peak hour generation rate of 0.30 per unit and PM peak hour generation rate of 0.39 per unit.
Specialty Retail Center: AM Peak hour generation rate of 6.84 per KSF and PM peak hour generation rate of 2.71 per KSF

Source: ITE, Trip Generation Manual, 9th Ed.

Given the estimated increase of 331 daily trips, and the 50/50 turn split discussed above, both East Main Street and Poli Street would experience an additional approximately 166 daily trips. Based on the estimate of 9,000 daily trips on East Main Street and 10,000 daily trips on Poli Street, the project's anticipated trip generation would increase average daily traffic along East Main Street and Poli Street by less than 0.5 dBA. An increase less than 3 dBA is typically not considered a perceptible increase to the average human ear. As detailed above, traffic noise level increases generated by the proposed project would be less than 3 dBA. Therefore, although the project would increase traffic volumes on both roadways, neither roadway would experience a substantial increase in traffic volumes resulting in a perceptible increase to ambient noise levels. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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 Caltrans Transportation and Construction Vibration Guidance Manual (2013) is used to evaluate potential construction vibration impacts related to both potential building damage and human annoyance. Based on Caltrans's vibration manual, vibration levels equal to, or below 0.4 in./sec. ppv at residential structures would prevent structural damage for most residential buildings, and vibration levels equal to or less than 1.0 in./sec. ppv would prevent damage to more substantial construction, such as high-rise, commercial, and industrial buildings. However, for people, the vibration level threshold at which transient, or temporary, vibration sources are considered to be distinctly perceptible is 0.24 in./sec. ppv. This is roughly equivalent to 94 VdB. Thus, 94 VdB is appropriate for assessing vibration impacts on human annoyance from transient sources, as it focuses on effects of vibrations that are temporary in nature and will cease in a known period. This analysis uses the threshold of 0.24 in./sec. ppv (94 VdB) for purposes of assessing construction vibration impacts at surrounding residential properties as it would protect structures as well as limit the exposure of local residents to vibration impacts to less than significant levels. This analysis uses the threshold of 1.0 in./sec. ppv for the commercial building directly west of the site.

Operation of the project would not include any substantial vibration sources. Thus, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and excavation of the project site. The greatest vibratory source during construction within the project vicinity would be a dozer. Neither blasting nor pile driving would be required for construction of the project. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2013b, FTA 2018). Table 16 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

Table 16 Vibration Levels Measured during Construction Activities

Equipment	PPV at 10 ft. (in/sec)	PPV at 25 ft. (in/sec)	PPV at 50 ft. (in/sec)
Large Bulldozer	0.244	0.089	0.042
Loaded Trucks	0.208	0.076	0.036
Small Bulldozer	0.008	0.003	0.001

Source: FTA 2018

Although groundborne vibration is sometimes noticeable in outdoor environments, groundborne vibration is almost never annoying to people who are outdoors; therefore, the vibration level threshold is assessed at occupied structures (FTA 2018). Therefore, all vibration impacts are assessed at the structure of an affected property.

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the project. The greatest anticipated source of vibration during general project construction activities would be from a dozer, which would be used during grading activities, as close as 150 feet from the residence to the northeast, and as close as 10 feet from the commercial building to the west. A dozer creates approximately 0.089 in./sec. ppv at a distance of 25 feet and 0.042 in./sec. ppv at a distance of 50 feet (Caltrans 2013b). This vibration level is lower than the threshold of 0.24 in./sec. ppv for the nearest residential building. A dozer creates approximately 0.24 in./sec. ppv at a distance of 10 feet which is lower than the threshold of 1.0 in./sec. ppv for the commercial building to the west. Therefore, temporary impacts associated with construction would be less than significant.

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 within an airport land use plan, or within two miles of a public or private airport. The closest airports are Oxnard Airport, approximately 7 miles southeast of the project site; Camarillo Airport, approximately 12 miles east/southeast of the project site; Santa Paula Airport, approximately 14 miles northeast of the project site; and the Ventura County Naval Base, approximately 15 miles southeast of the project site. Because the project site is sufficiently distant from these facilities, the proposed project would not expose future residents or workers to excessive aviation related noise levels, there would be no impact.

NO IMPACT

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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)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. 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)?

The proposed project involves construction of apartments containing a total of 24 units (six one-bedrooms and 18 two-bedrooms). CDOF estimates that the average household size in the City is 2.58. Based on the average household size of 2.58, the increase of 24 housing units would generate a population increase of approximately 62 residents. 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 17,130 (SCAG 2016).

The project would increase the City's population to 108,232 persons, an increase of 0.06 percent. The project would constitute approximately 0.36 percent of SCAG's projection for the City, given the 17,140 person population increase by 2040 (SCAG 2016). The proposed project would accommodate approximately 7 new jobs.[3] 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 7 new jobs would be well within SCAG's regional job growth projection of 5,300 new jobs by 2040.

The growth expected from the project is within regional forecasts and would induce population growth that has already been accounted for. Therefore, impacts related to population growth would be less than significant.

LESS THAN SIGNIFICANT IMPACT

[3] The estimated number of employees accommodated by the proposed project was determined based on an average employment rate of one employee per 549 square feet (United States Green Building Council 2008).

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

The project site does not contain existing housing or habitable structures. As such, the project would not displace substantial numbers of people or housing and would therefore not necessitate the construction of replacement housing elsewhere. Further, the project includes the construction of housing. There would be no impact.

NO IMPACT

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?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	■	☐
	4 Parks?	☐	☐	■	☐
	5 Other public facilities?	☐	☐	■	☐

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?

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 Department (VCFD)-for automatic aid to provide additional resources, when available and when VFD resources become exhausted. The VFD has a goal to respond to emergency calls within five-minutes. In 2018 this goal was met approximately 54 percent of the time. VFD currently does not meet its current performance objectives for response time, therefore, this project would have a continuing impact on their ability to maintain acceptable performance objectives for this program. The calls for emergency response increased from the 2017 total of 16,220 to 16,275 in 2018. The VFD has experienced a steady rate of growth for calls for emergency response. Since 1988, the VFD's call volume has increased nearly 177 percent. Since 2009, the average emergency response increase has been 4.41 percent, year over year, with a standard deviation of 3.33 percent. The linear rate of increase in emergency calls from 2009 to 2017 is 40.75 percent. According to the City's 2019 VFD Operational Review, in 2009, the number of emergency calls was 11,535 and the number has steadily increased to 16,275 without an increase in the number of fire facilities.

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, the primary station responding to the project site would be Fire Station #1, which is approximately a half mile to the north.

During construction, framing operations and the installation of electrical, plumbing, communications, and ventilation systems would occur. Although rare, the potential exists for fire to occur at the construction site. Required compliance with applicable building and fire codes, verified through the City's inspection process, would ensure that the electrical, plumbing and mechanical systems for the project would be properly installed during framing operations, thus reducing the potential for fire during the operational phase of the project. In addition, the project applicant would be required to comply with 2016 California Fire Code (CFC) and City standards related to water availability and accessibility to firefighting equipment. The SBMC requires that all building construction be designed in accordance with the City's currently adopted California Building Code, California Residential Code, California Green Building Code, California Electric Code, California Plumbing and Mechanical Codes, California Fire Code, and all other appropriate sections of the SBMC. The structure must be maintained in accordance with the CFC, California Health and Safety Code, and CA Title 19.

The VFD currently has approximately 1,750 residential structures that require and annual inspection per State law. In 2018, 574 residential inspections were completed which amounts to only 33 percent completed. The VFD currently does not meet its current performance objectives for required annual apartment inspections, therefore, this project would have a continuing impact on their ability to maintain acceptable performance objectives for this program. The project must meet all applicable requirements of State and local codes related to building safety, fire protection and hazardous materials in effect at the time of permit application. Further, the water system for fire protection must meet the minimum requirements of the California Fire Code Appendix B and shall provide a minimum of 1,500 gallons per minute with a minimum residual main pressure of 20 psi. Fire flow test data and water system plans must be provided at the time of building plan check. The plans must include all equipment, components and layout of the system. The project site is in an urban area and would connect to fire water lines at the site. Without demonstrating that fire flow meets minimum state and City requirements, the project will not move forward. As such, fire flow would be available to the site during construction. Adherence to CFC and City requirements during construction would reduce the potential for fire hazards.

Rincon contacted VFD Fire Prevention Supervisor Foster McLean in October 2019 requesting VFD department statistics. The department statistics have been provided within this section.

For a mixed-use commercial/residential project most calls are likely to be emergency medical and rescue. As discussed in Section 14, *Population and Housing*, the proposed project would increase the City's population by approximately 62 people and its workforce by seven jobs, which would incrementally increase demand for service.

The project would be required to conform to the CBC and California Fire Code (CFC), which require integration of fire safety features such as fire sprinklers, fire hydrants, and water service infrastructure capable of delivering the required fire flows rates. The project would also be required to pay the City's Fire Facility and Equipment Mitigation Fee, which is contained in Chapter 4.220 of

the City's Municipal Code. This fee was approved by the City for those areas where new development should contribute a fair share cost, proportionate to the impact of the project, to City fire services (City of San Buenaventura, 2016a).

For all the reasons discussed above, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. This impact would therefore be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The Ventura Police Department (VPD) provides police protection services in the City. The project site is 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.

As discussed in Section 14, *Population and Housing*, the project would increase the City's population by approximately 62 people and its workforce by seven jobs. This minor increase in population and employment would not alter the existing staffing ratio, which would be 1.2 officers per 1,000 residents with or without the project, and the project site is within the VPD's current service area. Therefore, the project would not create the need for new or expanded police protection facilities and the project's impacts to police protection would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

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 public schools nearest to the project site are Lincoln Elementary School and Sheridan Way Elementary School. The nearest private school is Holy Cross School, which is adjacent to the project site.

As discussed in Section 14, *Population and Housing*, the project would increase the population of the City by approximately 62 residents from 24 new units. VUSD forecasts student generation for all new residential development at the following rates (Ventura 2015):

- 0.22 elementary school student per residential unit
- 0.09 middle school student per residential unit
- 0.11 high school student per residential unit

Using the above generation rates, the proposed 24-unit project would generate approximately five new elementary school students, two new middle school students, and three new high school students.

The Education Code section 17620 Fees Justification Required for Level 1 Fees Report for VUSD states that there has been, and will continue to be, a need for new school facilities in the City. Enrollment is projected to grow and exceed available school space. However, the report also states that necessary accounts have been established and funds are appropriated for the purpose of new school facilities by the District's Governing Board (Schoolhouse Services 2017). To offset a project's potential impact on schools, Government Code 65995 (b) establishes the base amount of allowable developer fees a school district can collect from development projects within its boundaries. The fees obtained by VUSD are used to maintain the desired school capacity and the maintenance and/or development of new school facilities. The project applicant would be required to pay the state-mandated school impact fees that would contribute to the funds available for development of new school facilities. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, with required payment of mitigation fees, the project's impacts to schools would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The City currently operates 34 parks and recreation facilities and oversees nearly 825 acres of park lands. The project site is about 350 feet east of Mission Park, 520 feet south of Grant Park, 725 feet east of Eastwood Park, and 0.3 miles west of Plaza Park.

The City's 2019 population is estimated at 108,170 residents (CDOF 2019). Based on this population and the 825 acres of parkland inside the City limits, there are approximately 7.6 acres of parkland for every 1,000 residents. The addition of 62 residents would increase the estimated population to 108,232 but would not substantially affect the citywide ratio of parks per 1,000 residents. In addition, Mission Park, Grant Park, Eastwood Park, and Plaza Park are within walking distance of the project site. Therefore, the project would not create the need for new or expanded parks and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

Development of the proposed project would result in incremental impacts to the City's public services and facilities such as storm drain usage, solid-waste disposal, water usage, and wastewater disposal. Refer to the impact analysis in Section 10, *Hydrology and Water Quality*, and Section 19, *Utilities and Service Systems*, for discussion of the proposed project's impacts to utility services and facilities. Other commonly used public facilities include libraries and medical facilities. As discussed in Section 14, *Population and Housing*, the proposed project would increase the City's population by approximately 62 residents. However, the project site is in an area of Ventura that is currently served by existing public libraries, medical facilities, and other services. These facilities would continue to accommodate the needs of the City. Because the project would not substantially increase the City's population, increased demand on existing libraries and medical facilities would be negligible, and impacts would be less than significant.

LESS THAN SIGNIFICANT 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?	☐	☐	■	☐
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?	☐	☐	■	☐

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 City currently owns and operates a total of 34 public parks, open space areas, and recreation sites, occupying approximately 825 acres of land. These areas are all part of the City's recreation and parks system. The public parks closest to the project site (Mission Park, Grant Park, Eastwood Park, and Plaza Park) are all City owned and maintained and are within walking distance of the project site.

The project does not include recreational facilities and there are no existing recreational uses on the project site. The City's current estimated population is 108,170, resulting in approximately 7.6 acres per 1,000 residents. As discussed in Section 14, *Population and Housing*, the proposed project would result in an increase of approximately 62 residents, which would not substantially alter the ratio of parks per 1,000 residents. In addition, the project site is within walking distance of Mission Park, Grant Park, Eastwood Park, and Plaza Park. The project applicant would also be required to pay Parks fees per Section 26.150 of the SBMC. As such, the project would not create the need for new or expanded parks or cause an acceleration in the deterioration of existing parks, and impacts would be less than significant.

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?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

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

Construction of the 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 8-month construction period. Therefore, construction traffic would not substantially interfere with the City's circulation system.

Operation of the proposed project would result in new vehicle trips entering the local circulation system. Trip generation estimates were developed utilizing trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Rates 9th Edition, shown below in Table 17. According to ITE rates for Mid-Rise Apartments, the project would generate approximately 160 daily trips, including 7 AM peak hour trips and 9 PM peak hour trips. According to ITE rates for Strip Mall/Specialty Retail Center commercial uses, the land use generates approximately 171 daily trips, including 26 AM peak hour trips and 10 PM peak hour trips.

Therefore, as shown in Table 17, the project would result in a net increase of 331 daily trips, including 34 AM peak hour trips and 19 PM peak hour trips.

Table 17 Estimated Project Vehicle Trip Generation

	Weekday Peak Hour		
ITE Land Use	AM	PM	Total Daily Trips
223: Mid-Rise Apartments	7	9	160
826: Strip Mall/Specialty Retail Center	26	10	171
Total	34	19	331

ADT Generation Rates
Mid-Rise Apartments: 24 proposed units x 6.65 weekday trips/dwelling unit.
Specialty Retail Center: 3,850 square feet x 44.32 weekday trips per ksf

AM and PM Peak Hour Rates
Mid-Rise Apartments: AM Peak hour generation rate of 0.30 per unit and PM peak hour generation rate of 0.39 per unit.
Specialty Retail Center: AM Peak hour generation rate of 6.84 per KSF and PM peak hour generation rate of 2.71 per KSF

Source: ITE, Trip Generation Manual, 9th Ed.

The City's threshold for warranting a traffic analysis is 100 peak hour trips. The project's maximum peak hour traffic generation of 34 trips (during the AM) would not exceed this threshold. Furthermore, based on Future 2025 scenario traffic projections shown in the City of San Buenaventura General Plan, average daily trips (ADT) are projected to be 9,000 ADT on East Main Street and 10,000 ADT along Poli Street. As discussed in Section 13, *Noise*, assuming a 50/50 split to both streets, the project would increase average daily traffic along East Main Street by approximately 1.8 percent and would increase traffic on Poli Street by about 1.7 percent. These traffic volume increases would not substantially affect the local circulation system.

The project would be subject to all applicable policies of the City's General Plan, such as Policy 4b (reduce dependence on the automobile) and Policy 4C (increase transit efficiency and other public transportation options). As discussed in Section 7, *Greenhouse Gas Emissions*, the project site is near several local parks, adjacent to a transportation corridor, and within walking distance of the following Gold Coast Transit bus stops: Main/Figueroa stop (about 400 feet to the west) and the Main/Oak stop (about 450 feet to the east), which are served by Gold Coast Routes 6 and 18f. The project also includes 10 bicycle spaces. In these ways, the project fulfills several land use objectives of SCAG's RTP/SCS, encouraging new household growth in areas served by existing public transportation, and focusing growth around existing, livable transportation corridors.

The project would not adversely affect operation of the local circulation system and would not decrease the performance or safety of public transit, bicycle, or pedestrian facilities. Therefore, it would not conflict with any plan, policy, or ordinance relating to any aspect of the circulation system, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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 residential and commercial/retail uses within an existing urban area. Infill development generally reduces VMT compared to greenfield development (Perkins Coie 2019). As a mixed-use development in the downtown area, the project would not create a substantial increase in VMT. This conclusion is supported by the following analysis of per capita VMT.

The project is expected to result in approximately 470,156 annual VMT (see CalEEMod output in Appendix B), which equals approximately 1,288 VMT per year. Based on the 69 new residents and employees anticipated by the project, this equals approximately 18.6 VMT per person (capita) per day. Per the SCAG 2016 RTP/SCS, Ventura County has a regional average of 21.9 VMT per capita (SCAG 2015). Based on the regional average of 21.9 VMT per capita, the project's anticipated 18.6 VMT per capita would be lower than the regional average.

The project would therefore not create a substantial increase in VMT which would substantially affect the local circulatory network or be inconsistent with the regional average for Ventura County, and there would be a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

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, and access to the site would be provided via two driveways along the northern boundary for ingress/egress. The project's proposed use and zoning is compatible with surrounding uses. The project's driveways would be constructed per Ventura Public Works Engineering Design Standards Section 4, which discusses spacing and alignment dimensions and requirements. Because the on-site circulation system would comply with applicable requirements of the City's emergency response personnel and the City's Public Works Department, 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	☐	☐	■	☐
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.	☐	☐	■	☐

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

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

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

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

According to the City's 2019 Comprehensive Water Resources Report, residential uses (21+ dwelling units per acre) demand, on average, 250 gpd per dwelling unit (Ventura Water 2019). Based on the project's 24 proposed units, the project's residential uses would demand approximately 6,000 gpd or 0.006 mgd (6.7 AFY). Commercial/retail uses demand, on average, 265 gpd per 1,000 square feet (Ventura Water 2019). Based on the project's 3,850 square feet of commercial/retail space, the project's commercial uses would demand approximately 1,020 gpd or 0.001 mgd (1.1 AFY). The residential and commercial uses together would therefore demand approximately 7,020 gpd or 0.007 mgd (7.8 AFY) of water. By sector, the residential component of the project would demand 5.5 percent of the projected increase in Citywide residential demand by 2025 and the commercial component of the project would demand 1.0 percent of the projected increase in Citywide commercial 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 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 to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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, total water demand for the proposed project would be approximately 7,020 gpd or 0.007 mgd (7.8 AFY). By sector, the residential component of the project would demand 6,000 gpd or 0.006 mgd (6.7 AFY) of water and the commercial/retail component would demand 1,020 gpd or 0.001 (1.1 AFY). The City's 2010 Wastewater Master Plan provides wastewater generation rates for land uses in gpd per acre. The site is 0.5 acres and would include both residential and commercial uses. Per the 2010 Wastewater Master Plan, multi-family residential land uses generate approximately 2,000 gpd per acre and retail land uses generate approximately 1,500 gpd per acre (City of Ventura 2010). Because the project would be built to four stories on the 0.5-acre site, this analysis utilizes the proposed square footages of the residential and commercial/retail components of the project and then converts these square footages to acres.

The project would include 32,960 square feet of residential uses (0.76 acres) and 3,850 square feet of retail uses (0.09 acres). As such, the residential component of the project would generate 1,520 gpd of wastewater and the retail component would generate 135 gpd of wastewater, for a total of 1,655 gpd or 0.002 mgd of wastewater. Because the VRWF currently has an estimated 5 mgd available capacity, the added 0.002 mgd of wastewater generated by the project would not exceed the VWRF's existing available capacity. As such, there is adequate wastewater treatment 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 15 tons of solid waste per year (0.04 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 3.75 tons per year (0.01 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 identifies a significant and unavoidable impact for solid waste generation. The 2005 General Plan EIR concludes that projected growth would increase solid waste sent to landfills by an estimated 84 tons per day by 2025, which is within the currently available daily capacity at Toland Road Landfill. However, the 2005 General Plan EIR concludes 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

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?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

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 stations, 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. 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 at 5375 Colt Street in the southeastern portion of the City, and trash is sent to the Toland Road Landfill 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

Although the project site is currently vacant/unused, it already has access to existing infrastructure related to electric power, natural gas, and telecommunication facilities, as the site was previously developed with commercial uses. As discussed in Section 6, *Energy*, project operation would consume an estimated 232,439 kWh per year, or 0.23 GWh (793 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 0.0003 percent 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 281,959 kBtu, or 0.003 MMthm (281 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 0.00006 percent 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

The project site is in an urban area with existing stormwater drainage and lines. Any improvements to connect to existing stormwater facilities would be 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

The project site is in an urban area of downtown with existing water lines. Any improvements to connect to existing water lines would be 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.

Wastewater

In order to accommodate the project's wastewater flows, the City is requiring the applicant to construct a 10-inch sewer main in Palm Street downstream of the proposed project connection point from Main Street to Thompson Boulevard, unless the applicant provides the City with a study proving, to the satisfaction of Ventura Water, that this improvement is not necessary because current off-site sewer lines serving the project site will be adequate to serve the project's wastewater flows. Regardless, these improvements would be 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. As discussed in detail in checklist item c below, the project would generate an amount of wastewater that is within current 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.

LESS THAN SIGNIFICANT IMPACT

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 (which is zero because the site is vacant/unused), but water use would be characteristic of a mixed-use residential/commercial land use, with ornamental landscaping. According to the 2015 Urban Water Management Plan (UMWP) for the City of Ventura, residential water consumption in Ventura is expected to increase by 122 AFY between 2020 and 2025, from 4,385 AFY in 2020 to 4,507 AFY in 2025; and commercial water consumption in Ventura is expected to increase by 461 AFY between

2020 and 2025, from 4,046 AFY in 2020 to 4,159 AFY in 2025 in either normal year or dry year scenarios (City of Ventura 2015).

According to the City's 2019 Comprehensive Water Resources Report, residential uses (21+ dwelling units per acre) demand, on average, 250 gpd per dwelling unit (Ventura Water 2019). Based on the project's 24 proposed units, the project's residential uses would demand approximately 6,000 gpd or 0.006 mgd (6.7 AFY). Commercial/retail uses demand, on average, 265 gpd per 1,000 square feet (Ventura Water 2019). Based on the project's 3,850 square feet of commercial/retail space, the project's commercial uses would demand approximately 1,020 gpd or 0.001 mgd (1.1 AFY). The residential and commercial uses together would therefore demand approximately 7,020 gpd or 0.007 mgd (7.8 AFY) of water. By sector, the residential component of the project would demand 5.5 percent of the projected increase in Citywide residential demand by 2025 and the commercial component of the project would demand 1.0 percent of the projected increase in Citywide commercial 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 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 to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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, total water demand for the proposed project would be approximately 7,020 gpd or 0.007 mgd (7.8 AFY). By sector, the residential component of the project would demand 6,000 gpd or 0.006 mgd (6.7 AFY) of water and the commercial/retail component would demand 1,020 gpd or 0.001 (1.1 AFY). The City's 2010 Wastewater Master Plan provides wastewater generation rates for land uses in gpd per acre. The site is 0.5 acres and would include both residential and commercial uses. Per the 2010 Wastewater Master Plan, multi-family residential land uses generate approximately 2,000 gpd per acre and retail land uses generate approximately 1,500 gpd per acre (City of Ventura 2010). Because the project would be built to four stories on the 0.5-acre site, this analysis utilizes the proposed square footages of the residential and commercial/retail components of the project and then converts these square footages to acres.

The project would include 32,960 square feet of residential uses (0.76 acres) and 3,850 square feet of retail uses (0.09 acres). As such, the residential component of the project would generate 1,520 gpd of wastewater and the retail component would generate 135 gpd of wastewater, for a total of 1,655 gpd or 0.002 mgd of wastewater. Because the VRWF currently has an estimated 5 mgd available capacity, the added 0.002 mgd of wastewater generated by the project would not exceed the VWRF's existing available capacity. As such, there is adequate wastewater treatment 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 15 tons of solid waste per year (0.04 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 3.75 tons per year (0.01 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 identifies a significant and unavoidable impact for solid waste generation. The 2005 General Plan EIR concludes that projected growth would increase solid waste sent to landfills by an estimated 84 tons per day by 2025, which is within the currently available daily capacity at Toland Road Landfill. However, the 2005 General Plan EIR concludes 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.

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

a. 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?

b. 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?

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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not in a Fire Hazard Severity Zone in a State Responsibility Area. The nearest Fire Hazard Severity Zone in a State Responsibility Area is approximately 0.6 miles north of the site (CalFire 2007). As discussed in Section 9, *Hazards and Hazardous Materials*, although the project site is in an urban downtown area, the project site is in an area that has been designated as a Very High Fire Hazard Severity Zone in a Local Responsibility Area due to the vegetated hillsides to the north (California Department of Forestry and Fire Protection (CalFire 2010).

As discussed in Section 9, *Hazards and Hazardous Materials*, the City of San Buenaventura Building and Safety Department has developed several documents/checklists for new developments in High Fire Hazard Areas, which detail requirements, strategies and actions in response to extreme wildfires such as adhering to 2018 CBC Chapter 7A and CRC Section R337 requirements (building materials, systems, and assemblies in exterior design) and demonstrating compliance with vegetation management strategies (removing flammable vegetation, tree limbs, etc.). Since the project would be required to adhere to both State and City design requirements required in the High Hazard Severity Zone area, as well as other guidelines listed in the 2016 CBC and CFC, the project would not expose people or structures to substantial wildfire risk, would not exacerbate fire risks, and impacts would be less than significant.

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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?	☐	■	☐	☐
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)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

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*, there are adjacent trees lining the project site that have the potential to contain nesting birds, which could be impacted during construction. With Mitigation Measure BIO-1, project implementation would have less than significant impact on biological resources and nesting birds, as pre-construction surveys would be conducted if work would occur during the nesting season. 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, although on the same site as and directly adjacent to the historic Top Hat

restaurant, would not have a substantial negative effect on any historic resources. As discussed in Section 5, *Cultural Resources*, due to the potential to uncover unanticipated archaeological resources and human remains during construction, Mitigation Measures CUL-1 and CUL-2 are required. With implementation of these mitigation measures, impacts would be less than significant, thereby reducing the potential to damage a culturally significant resource and eliminate an example of California history to a less than significant level.

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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. In addition, noise, traffic, and solid waste analyses conducted as part of this Initial Study conclude that cumulative impacts would be less than significant. 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.

According to the City's online map of Pending Projects throughout the City, there are two projects in the vicinity of the project site that warrant inclusion in this analysis for cumulative impacts (City of San Buenaventura 2018c). For a map and descriptions of these projects see Appendix G of this IS-MND. The first project is at 324 East Main Street, approximately 150 feet southeast of site (PROJ-10752). The project includes the improvement/rehabilitation of approximately 1,600 square feet of existing commercial/retail space. As of November 2019, the project is currently under construction, therefore, although unlikely, it is possible that construction of this project may overlap with that of the proposed project. The second project is at the northeast corner of East Santa Clara Street and South Palm Street, approximately 300 feet southeast of the site (PROJ-12979). The project includes the construction of a five-story parking structure with rooftop parking, as well as amenities such as retail and bicycle repair space and public restrooms. Construction of the project is not likely to occur for another year. Although unlikely, it is possible that construction of this project may overlap with that of the proposed project. For the cumulative analysis below, it has been conservatively assumed that both projects may have overlapping construction schedules with 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 projects 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 projects 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 8-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 projects 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.

The project's operational noise would not exceed the existing ambient noise levels in the area and would not generate operational noise in excess of established thresholds. As such, the proposed 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 discussed in Section 13, *Noise*, the proposed project's contribution to roadway noise would not be perceptible. Because the proposed project's contribution to a cumulative operational noise impact would not be cumulatively considerable, no cumulative roadway noise impacts are anticipated in conjunction with the other projects in the area. The three projects are consistent with the uses in the surrounding and are not anticipated to generate high volumes of roadway noise that would lead to a cumulatively considerable operational noise impact.

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 8-month construction period. While the neighboring projects 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 adversely affect the neighboring circulation system, and the project's contribution of vehicle trips to the local roadway network would not be cumulatively considerable. Overall, development of the proposed project in conjunction with the neighboring projects would not result in significant cumulative 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. Compliance with applicable rules and regulations would reduce potential impacts on human beings to a less than significant level.

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