

PENTAIR WAREHOUSE EXPANSION
DRAFT INITIAL STUDY/ MITIGATED
NEGATIVE DECLARATION
Moorpark, CA

Prepared for:

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TABLE OF CONTENTS

	<u>Page</u>
SECTION 1.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING	1
1.1 PROJECT PURPOSE AND BACKGROUND	1
1.2 PROJECT LOCATION AND SITE CHARACTERISTICS	1
1.2.1 Location.....	1
1.2.2 Site Access and Circulation	1
1.2.3 General Plan Designation/Zoning	2
1.3 PROJECT DESCRIPTION	5
1.3.1 Construction.....	5
1.3.2 Operations	6
1.3.3 Permits	6
SECTION 2.0 – ENVIRONMENTAL DETERMINATION	7
2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:	7
2.2 DETERMINATION	7
SECTION 3.0 – EVALUATION OF ENVIRONMENTAL IMPACTS.....	8
SECTION 4.0 – CHECKLIST OF ENVIRONMENTAL ISSUES	10
4.1 AESTHETICS.....	10
4.1.1 Impact Analysis	10
4.2 AGRICULTURE & FORESTRY RESOURCES	11
4.2.1 Impact Analysis	12
4.3 AIR QUALITY.....	13
4.3.1 Environmental Setting	13
4.3.2 Impact Analysis	16
4.4 BIOLOGICAL RESOURCES	22
4.4.1 Environmental Setting	22
4.4.2 Impact Analysis	23
4.5 CULTURAL RESOURCES	25
4.5.1 Environmental Setting	25
4.5.2 Impact Analysis	25
4.6 ENERGY	27
4.6.1 Environmental Setting	27
4.6.2 Impact Analysis	28
4.7 GEOLOGY AND SOILS	32
4.7.1 Environmental Setting	33
4.7.2 Impact Analysis	33
4.8 GREENHOUSE GAS EMISSIONS	36
4.8.1 Environmental Setting	36

4.8.2	Impact Analysis	37
4.9	HAZARDS AND HAZARDOUS MATERIALS.....	39
4.9.1	Environmental Setting	39
4.9.2	Impact Analysis	40
4.10	HYDROLOGY AND WATER QUALITY.....	42
4.10.1	Environmental Setting	43
4.10.2	Impact Analysis	43
4.11	LAND USE AND PLANNING	45
4.11.1	Impact Analysis	45
4.12	MINERAL RESOURCES.....	47
4.12.1	Impact Analysis	47
4.13	NOISE	48
4.13.1	Impact Analysis	48
4.14	POPULATION AND HOUSING	50
4.14.1	Impact Analysis	50
4.15	PUBLIC SERVICES.....	51
4.15.1	Impact Analysis	51
4.16	RECREATION	53
4.16.1	Impact Analysis	53
4.17	TRANSPORTATION	53
4.17.1	Environmental Setting	54
4.17.2	Impact Analysis	54
4.18	TRIBAL CULTURAL RESOURCES.....	56
4.18.1	Impact Analysis	56
4.19	UTILITIES AND SERVICE SYSTEMS	59
4.19.1	Impact Analysis	60
4.20	WILDFIRE.....	61
4.20.1	Impact Analysis	62
4.21	MANDATORY FINDINGS OF SIGNIFICANCE.....	63
4.21.1	Impact Analysis	64
SECTION 5.0 – REFERENCES		66

LIST OF APPENDICES

APPENDIX A – AIR QUALITY EMISSIONS MODEL OUTPUT
APPENDIX B – BIOLOGICAL TECHNICAL REPORT
APPENDIX C – CULTURAL RESOURCES REPORT
APPENDIX D – ENERGY MODEL OUTPUT
APPENDIX E – GEOTECHNICAL REPORT
APPENDIX F – PALEONTOLOGICAL REPORT
APPENDIX G – GREENHOUSE GAS MODEL OUTPUT
APPENDIX H – PHASE I ENVIRONMENTAL SITE ASSESSMENT
APPENDIX I – HYDROLOGY REPORT
APPENDIX J – LOW IMPACT DEVELOPMENT STUDY
APPENDIX K – TRAFFIC AND CIRCULATION STUDY
APPENDIX L – VEHICLE MILES TRAVELED ANALYSIS
APPENDIX M – MITIGATION MONITORING AND REPORTING PROGRAM

LIST OF TABLES

	<u>Page</u>
Table 1: General Plan Land Use Designation / Zoning/ Existing Land Use	2
Table 2: VCAPCD Attainment Designations	15
Table 3: Ambient Air Quality Monitoring Summary	15
Table 4: Construction-Related Maximum Daily Criteria Pollutant Emissions.....	18
Table 5: Operations-Related Maximum Daily Criteria Pollutant Emissions.....	19
Table 6: Annual Greenhouse Gas Emissions from the Proposed Project	38

LIST OF FIGURES

	<u>Page</u>
Figure 1. Vicinity Map	3
Figure 2. Project Site Plan	4

SECTION 1.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

1.1 PROJECT PURPOSE AND BACKGROUND

Pentair Pool Products (Pentair) is the largest producer of consumer and commercial pool equipment within the United States and has been a presence in the city of Moorpark since 1987. Pentair is also the largest employer for the city; currently providing approximately 700 jobs. Pentair has outgrown its 234,000-square-foot existing building and is seeking to expand its operation with an additional building within Moorpark.

Pentair has engaged Amir Development Company on behalf of Moorpark Lot A, LP (Applicant) to submit an Industrial Planned Development Permit (IPD) and Conditional Use Permit (CUP) to develop a 90,566-square-foot industrial building and associated site improvements (Project, Proposed Project) on 5.65 acres of land adjacent and directly to the east of the existing facility located at 10951 Los Angeles Avenue in Moorpark, Ventura County (County), California. The proposed industrial building would be occupied by Pentair for warehousing and storage of raw material and distribution of finished goods including pool equipment and accessories.

The City of Moorpark (City) is the lead agency for the Proposed Project. This Initial Study (IS) has been prepared in accordance with California Environment Quality Act (CEQA) (Public Resources Code §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations [CCR], §15000 et seq.) and has determined that preparation of a Mitigated Negative Declaration would be appropriate under CEQA.

1.2 PROJECT LOCATION AND SITE CHARACTERISTICS

1.2.1 Location

The Project site is located on the north side of California State Route 118 (Los Angeles Avenue) and east of Montair Drive (see Figure 1). The Project site is located at 10941 Los Angeles Avenue with Assessor's Parcel Number (APN) 511-0-200-265. The Project site is adjacent to an industrial building to the west (Pentair), a vacant lot to the east, and agricultural uses to the south and north of the Project site. The Union Pacific Railroad right-of-way is also located to the north of the subject property.

1.2.2 Site Access and Circulation

Primary vehicular access to the Project site will be provided through Montair Drive, which is an existing 30-foot to 40-foot-wide easement. Montair Drive crosses the neighboring Pentair site and connects to the northwest corner of the Project site. Figure 2 shows the site plan with proposed primary access across the adjacent site. Montair Drive connects to Los Angeles Avenue via an existing intersection with turn lanes in each direction. Secondary (emergency) vehicular access to the Project site will be provided via a new 35-foot-wide bridge spanning the Gabbert Canyon Debris Basin as a driveway off Los Angeles Avenue that would provide both truck and vehicle access. The site also features a 45-foot-wide lane located on the west side of the Project site for truck access to the loading docks and a 30-foot-wide drive lane throughout the remainder of the Project site for vehicular traffic. The Project site is approximately 2.1 miles west of the Moorpark Train Station located at 300 High Street.

1.2.3 General Plan Designation/Zoning

The City's General Plan Land Use designation for the subject property is Medium Industrial (I-2). The purpose and intent of I-2 is to provide for intensive industrial uses including light manufacturing, processing, fabrication, and other non-hazardous industrial uses. The zoning designation for the Project site is Limited Industrial (M-2). The purpose of this zone is to provide suitable areas for the development of a broad range of industrial uses and quasi-industrial activities of a light manufacturing, processing, or fabrication nature while providing appropriate safeguard for adjoining industrial sites, nearby nonindustrial properties, and the surrounding community.

Table 1 identifies the General Plan Land Use designation, zoning, and existing land uses within the vicinity.

Table 1: General Plan Land Use Designation / Zoning/ Existing Land Use

Direction	General Plan Land Use Designation	Zoning /	Existing Land Use
Project Site	Medium Industrial (I-2)	Limited Industrial (M-2)	Vacant land
North	Agricultural	Agricultural Exclusive (AE-40) (County), Rural Exclusive (RE)	Agricultural and Union Pacific Railroad Right-of-Way
South	Agricultural	Agricultural Exclusive (AE-40) (County)	East Los Angeles Avenue/California State Route 118, Agricultural
East	Medium Industrial (I-2)	Limited Industrial (M-2)	Vacant land
West	Medium Industrial (I-2)	Limited Industrial (M-2)	Industrial building (Pentair)

Figure 1. Vicinity Map

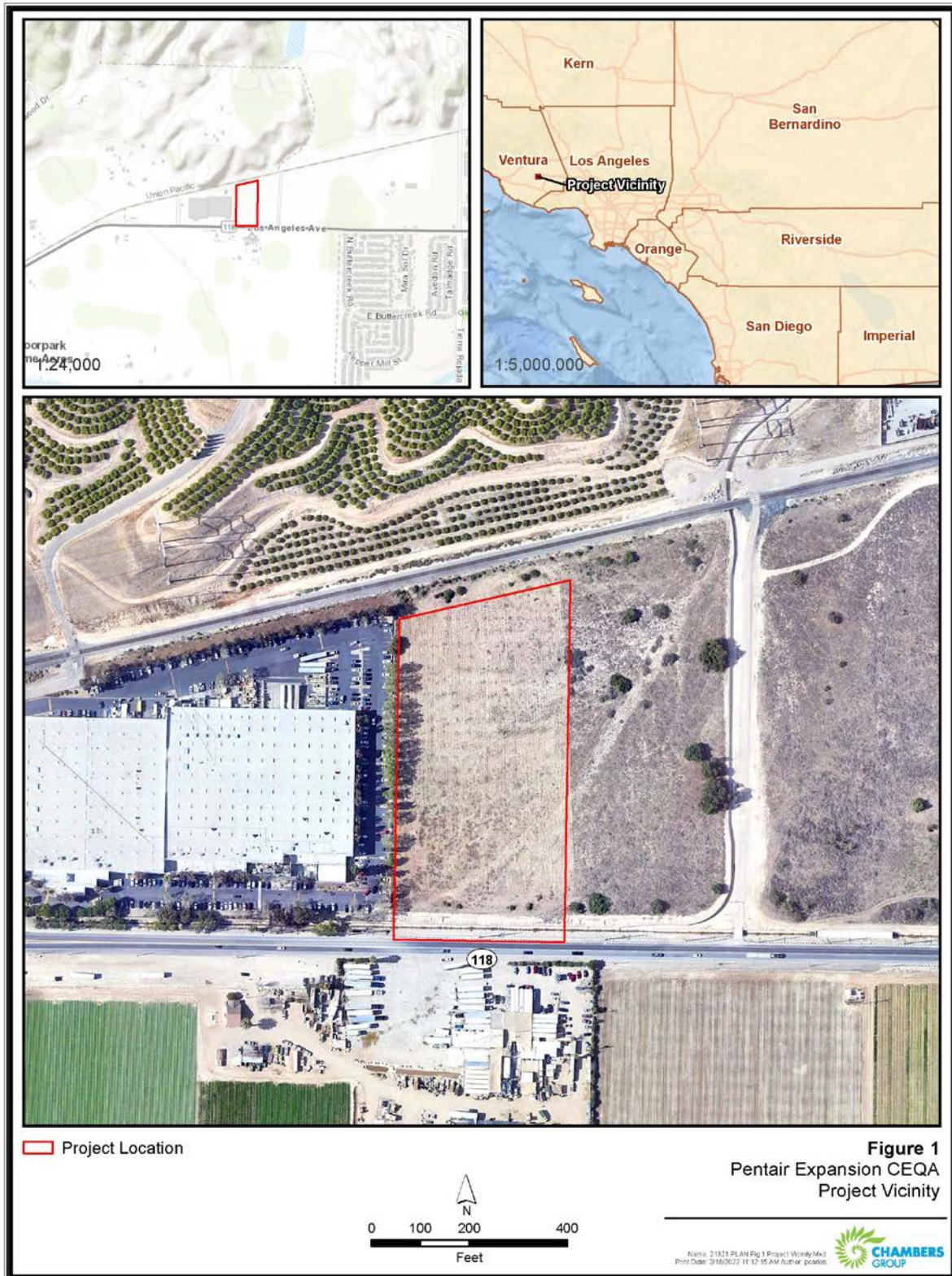
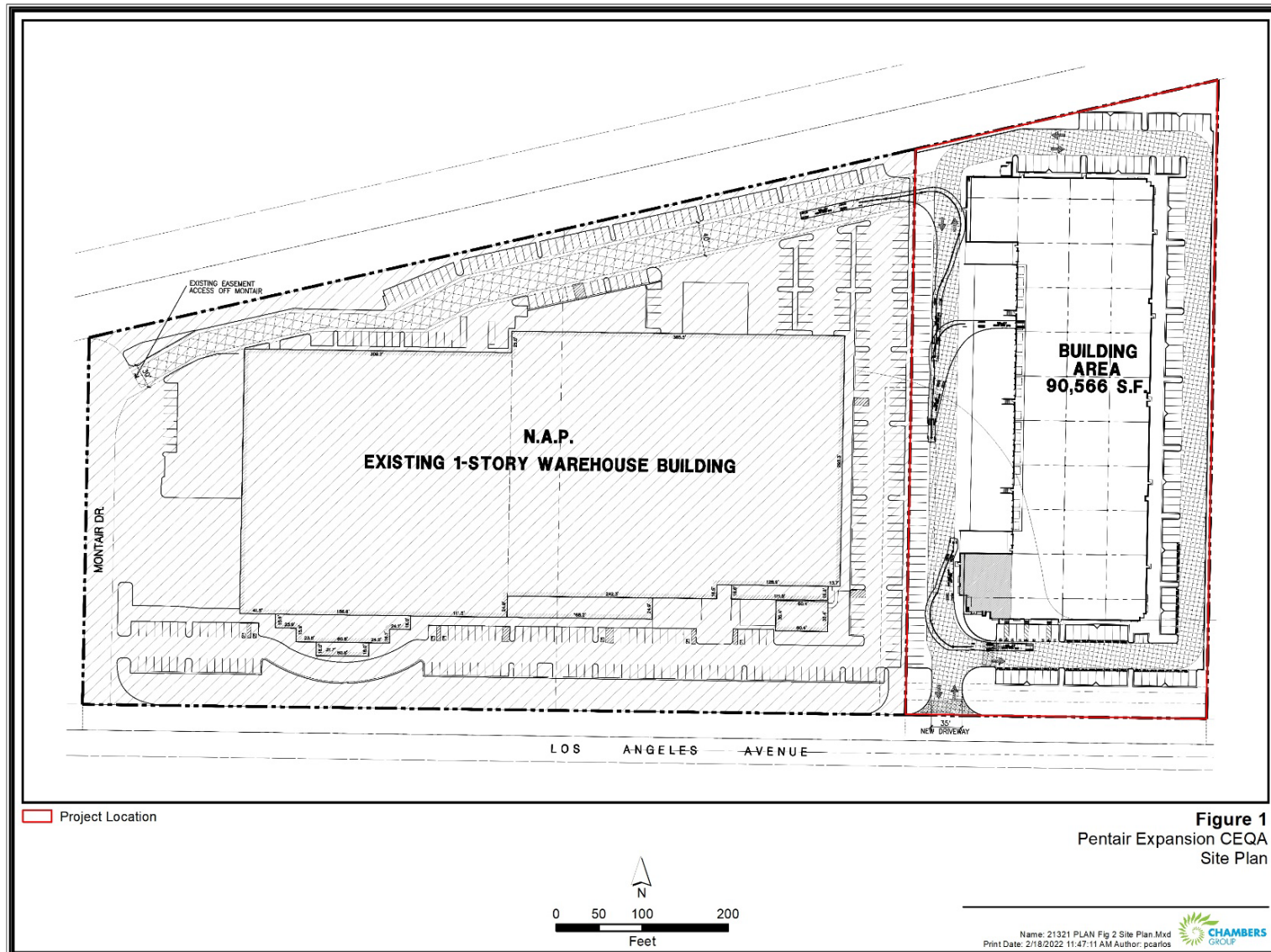


Figure 2. Project Site Plan



1.3 PROJECT DESCRIPTION

The Proposed Project is the development of a 90,566-square-foot industrial building for Pentair Pool Products. Of this total square footage, 3,000 square feet is planned for office space and 87,566 square feet for warehousing. Total coverage of the building will be 36.8 percent of the site, which is lower than the City's Floor Area Ratio (FAR) cap of 38 percent. The building is proposed to be a one-story building, approximately 44 feet in height, as a Type III-B concrete tilt-up structure.

The Applicant is proposing 21 truck-loading spaces with 3 grade-level doors. The proposed material for the building is staggered vertical concrete panel surfaces with glazing windows and painted with an alternating color scheme. The Project site will include 185 parking spaces, including 6 accessible stalls, 137 standard stalls, 19 electric vehicle (EV) stalls, and 23 clean air/van pool stalls. The site will also feature 20 bicycle racks and 3 motorcycle parking stalls. The parking and road surface will comprise approximately 38 percent of the site. The parking and road surfaces will be made up of asphalt, concrete (dock areas), and decorative paving at the entrance of the Project site. The site will also include onsite underground storm drain chambers for retention of rainwater.

The Applicant is proposing to landscape 16.9 percent of the total Project area. Landscaping will be provided throughout the Project site and will contain drought-tolerant plants including various trees, shrubs, and groundcover. The landscaped areas will be irrigated with an automatic irrigation system.

Lighting will be provided throughout the Project site as well. The Applicant is proposing 8 light poles throughout the parking lot areas and 18 wall pack light poles adjacent to the proposed building.

The portion of the existing Gabbert Canyon Channel under the site's proposed entry driveway will be replaced with a reinforced concrete box culvert, while the remainder of the channel will remain unchanged. The length of the culvert will be approximately 60 linear feet.

The Proposed Project will receive utility services from the County of Ventura Watershed Protection District, Ventura County Waterworks District 1, California Department of Transportation (Caltrans), Ventura County Public Works Water and Sanitation Department, Southern California Edison (SCE), and Southern California Gas Company.

1.3.1 Construction

Construction of the Project is expected to begin First Quarter of 2023 and concluded by the end of the Fourth Quarter of 2023. Construction activities of the Proposed Project will be scheduled in compliance with the City's Municipal Code Title 17 for the provisions of operating and permitting the use of tools and equipment during construction, drilling, repair, or alterations.

Construction activities occurring onsite will include grading, excavation, and recompaction throughout the site. Earthwork quantities will be approximately 11,307 cubic yards of cut and 11,307 cubic yards of fill, with cut and fill balanced on site. The Project will require no imported fill. Easements will be required from Caltrans and County of Ventura Watershed Protection District for the construction of the bridge over the Gabbert Canyon Channel, the culvert within the channel, and the connection to Los Angeles Avenue. Additionally, construction vehicles and heavy equipment will be used on site, which include an impact wrench, jackhammer, backhoe, cranes, bulldozer, graders, loader, paver, pneumatic tool, pump, air

compressor, concrete mixer, concrete vibrator, generator, compactors, roller, saw, scarified scraper, shovel, and dump trucks. All equipment will be staged within the Project site.

1.3.2 Operations

Pentair plans to start operation in the fourth Quarter of 2023. The primary use of the building will be the warehousing of pool equipment. The warehouse will operate 24 hours a day, Monday through Saturday. An estimated 12 trucks will deliver raw material to the warehouse between 7:00 a.m. and 7:00 p.m. and 6 trucks between 7:00 p.m. and 7:00 a.m. Packages will be stored in the warehouse for use in the assembly facility at the existing Pentair facility to the west. Material between the new building and existing building will be transported using electrically powered material handling tuggers at a rate of approximately 14 deliveries per hour, between the hours of 6:00 a.m. and 10:30 p.m. Pentair expects to employ initially 85 employees working in three shifts. The first shift would have approximately 50 employees from 6:00 a.m. to 2:30 p.m.; the second shift would have approximately 30 employees from 2:00 p.m. to 10:30 p.m.; and the last shift would have 5 workers from 10:00 p.m. to 6:30 a.m. The new project is not expected to have a significant impact to outbound truck shipments from the existing Pentair facility.

1.3.3 Permits

As required by the CEQA Guidelines, this section provides, to the extent the information is known, a list of permits and other approvals required to implement the Project.

The following approvals and permits may be required for the Project:

- City of Moorpark grading permits and building permits
- Caltrans easement for construction and direct access from Los Angeles Avenue
- Ventura County Fire Department building safety, secondary access, and hydrants
- County of Ventura Watershed Protection District easement for construction of a bridge over the channel and placement of a culvert within the channel
- Southern California Edison
- Ventura County Waterworks District No. 1
- Waste Management

SECTION 2.0 – ENVIRONMENTAL DETERMINATION

2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:


The environmental factors checked below would potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklists on the following pages. For each of the potentially affected factors, mitigation measures are recommended that would reduce the impacts to less than significant levels.

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

2.2 DETERMINATION

On the basis of this initial evaluation:

1. I find that the project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐
2. 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 in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared. ☒
3. I find the proposed project **may have a significant effect** on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☐
4. I find that the proposed project **may have a "potentially significant impact" or "potentially significant unless mitigated impact"** on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed. ☐
5. I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐


Signature
Shanna Farley
Name

7/18/2022
Date
Principal Planner
Title

SECTION 3.0 – EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if substantial evidence exists that an effect may be significant. If one or more “Potentially Significant Impact” entries are marked when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significant.

*Note: Instructions may be omitted from final document.

SECTION 4.0 – CHECKLIST OF ENVIRONMENTAL ISSUES

4.1 AESTHETICS

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

4.1.1 Impact Analysis

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

Less Than Significant Impact. The Project site is located in the vicinity of a number of City-designated scenic corridors, including the Arroyo Simi creek, Los Angeles Avenue, Tierra Rejada, State Route 23 (SR-23, Moorpark Freeway) (City 1986). Los Angeles Avenue is located immediately adjacent to the site, Tierra Rejada Road is approximately 1.6 miles southeast, SR-23 is approximately 2.82 miles east, and the Arroyo Simi creek is approximately 0.75 mile south of the Project site. Dense development exists along Los Angeles Avenue and the Project site; however, the Project is not located within the existing Los Angeles Avenue scenic corridor (City 1986). The Project site is not located within the viewshed for any of the listed City scenic corridors and is surrounded by industrial development to the east and agricultural uses to the south. Thus, views of the Project would be consistent with existing industrial views in the area, as the Project consists of addition of a new warehouse. Additionally, none of the nearby parks or trail systems have designated scenic viewpoints overlooking the Project site; and the Project site is not located within any of the scenic viewsheds designated in the City's General Plan (City 1986). Therefore, the Project construction and operation would not have an adverse effect on a scenic vista, and impacts would be less than significant.

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

No Impact. The Project is not located within a state scenic highway. No trees exist on site and no offsite trees are anticipated to be removed. No officially designated state scenic highways are in the vicinity of the Project site (Caltrans 2019). Further, construction of the Project would not damage rock

outcroppings or historic buildings, as neither are present at the Project site. No impacts to scenic resources within a state scenic highway would occur.

- c) *Would the project Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less Than Significant Impact. The Project site is located on the western edge of the Moorpark city boundary. The site is located immediately adjacent to the existing Pentair facility and surrounded by rural land uses. No scenic viewpoints are overlooking the Project site. The Project is located in an underdeveloped portion of the city and surrounded by unincorporated Ventura County. The Project would be consistent with all development and design standards dictated by the City's zoning and land use regulations for industrial development, in addition to the City's Landscape Design Standards and Guidelines (City 2012). Impacts would be less than significant.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less Than Significant Impact. The Project would construct a warehouse facility with parking which would include safety lighting. The Project would also include new lighting for the new openings in the building shell that will be loading docks used during deliveries. All lighting would be constructed in compliance with the lighting regulations set forth in the City's Zoning Code, including using shielded lamps directed away from adjacent properties and streets; not exceeding 7 foot-candles on 95 percent or more of the grid points within the parking area; light poles not exceeding 25 feet in height; and curbed planters around all light poles (City 2020a). Compliance with these regulations would ensure that impacts associated with the Project's new parking lot lighting would be less than significant.

4.2 AGRICULTURE & FORESTRY RESOURCES

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

4.2.1 Impact Analysis

- a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?*

No Impact. Currently the land is zoned M-2 and designated by the General Plan as I-2, and therefore it has been designated for industrial uses by the City (City 2008, 2020b). According to the California Department of Conservation's Important Farmland Finder, the Project site does not encompass Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2020a). No impact to farmland would occur.

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

No Impact. The Project site is zoned M-2 and designated I-2 in the City's General Plan (City 2008, 2020b). No land within the Project site is designated for agricultural uses. Moreover, a map of agricultural preserves produced for the County's 2040 General Plan Update shows no lands under Williamson Act contracts are within the Project site (County 2020a). No impact to land zoned for agricultural use would occur.

- 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))?*

No Impact. The Project site is zoned M-2 and designated I-2 in the City's General Plan, and no land is designated as forest land or timberland within the Project site (City 2008, 2020b). No impact to forest land would occur.

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

No Impact. The Project site is zoned M-2 and designated I-2 in the City's General Plan, and no land is designated as forest land or timberland within the Project site (City 2008, 2020b). No impact regarding conversion of forest land would occur.

- 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 nonagricultural use or the conversion of forest land to non-forest use?*

No Impact. The Project site is currently zoned M-2 and designated by the General Plan as I-2 and therefore has been designated for industrial uses by the City (City 2008, 2020b). The Project site does not encompass Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and does not contain land currently under a Williamson Act contract (DOC 2020a; County 2020a). Further, no designated forest land is within the Project site. No impacts to conversion of farmland or forest land would occur.

4.3 AIR QUALITY

3.	AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.1 Environmental Setting

The Proposed Project site is located in the southeastern portion of the County of Ventura, which is part of the South Central Coast Air Basin (Air Basin) that includes San Luis Obispo County, Santa Barbara County, and Ventura County. Air quality regulation is administered by the Ventura County Air Pollution Control District (VCAPCD). The VCAPCD implements the programs and regulations required by the federal and State Clean Air Acts.

Atmospheric Setting

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographical features. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with physical features of the landscape to determine their movement and dispersal and, consequently, their effect on air quality.

The regional climate within the Air Basin is dominated by the intensity and location of the semi-permanent Pacific high-pressure zone, which, from spring to fall, induces regional subsidence and temperature inversion layers. The region is characterized by warm summers, mild winters, infrequent seasonal rainfall, and moderate humidity, with the predominate wind patterns following a diurnal land/sea breeze cycle with typical daytime winds from the west. The diurnal land/sea breeze pattern is a common occurrence in the Air Basin, and it recirculates air contaminants. Air pollutants are pushed toward the ocean during the early morning by the land breeze and toward the east during the afternoon by the sea breeze. This creates a “sloshing” effect, causing pollutants to remain in the area for several days. This pollutant “sloshing” effect happens most predominately from May through October, which is the “smog” season for the Air Basin.

Moorpark is located within southeastern Ventura County, which is part of the inland portion of the Oxnard Plain Airshed, approximately 18 miles from the coast of the Pacific Ocean. The city experiences a mild Mediterranean climate, typical of Southern California. Average temperatures for the Thousand Oaks 1 SW Monitoring Station (WRCC 2016), which is the nearest monitoring station with historical data, range from an average low of 43 degrees Fahrenheit (°F) in January to an average high of 86 °F in July. Rainfall averages approximately 10.49 inches a year.

Regulatory Setting

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone, sulfur dioxide (SO₂), nitrogen dioxide (NO₂), inhalable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead. The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) utilize ambient air quality monitoring to designate areas according to their attainment status for criteria air pollutants. The three basic designation categories are nonattainment, attainment, and unclassified. A “nonattainment” designation signifies that the measured pollutant concentrations exceeded the established standards. An “attainment” designation signifies that pollutant concentration did not exceed the established standard. Finally, an “unclassified” designation indicates that insufficient data exists to determine attainment or nonattainment; however, “unclassified” is usually assumed to be “attainment,” since if preliminary data found a potential for an exceedance to occur, more data would have been collected in order to determine if the pollutant meets the “nonattainment” designation.

As shown in Table 2, the VCAPCD has been designated by EPA for the national standards as a nonattainment area for ozone. Currently, the VCAPCD is in attainment with the national ambient air quality standards for PM₁₀, PM_{2.5}, CO, SO₂, and NO₂. The VCAPCD has been designated by the CARB as a nonattainment area for ozone and PM₁₀, as the CAAQS are more stringent than the national ambient air quality standards. The VCAPCD is required to adopt plans on a triennial basis that show progress toward meeting the State ozone and PM₁₀ standards. The County is considered attainment or unclassified under State standards for all other pollutants.

Table 2: VCAPCD Attainment Designations

Pollutant	Federal Designations	State Designation
Ozone (O ₃)	Nonattainment	Nonattainment
Respirable Particulate Matter (PM ₁₀)	Unclassified/Attainment	Nonattainment
Fine Particulate Matter (PM _{2.5})	Unclassified/Attainment	Unclassified
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO ₂)	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO ₂)	Unclassified/Attainment	Attainment
Lead	Attainment	Attainment
Particulate Sulfate	-- ¹	Unclassified
Hydrogen Sulfide	-- ¹	Unclassified
Visibility Reducing Particles	-- ¹	Unclassified

¹ No Federal Standard

Source: http://www.vcapcd.org/air_quality_standards.htm

Monitored Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. The air quality of Ventura County is monitored by a network of air monitoring stations operated by CARB and VCAPCD. Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the Project site, have been used: Thousand Oaks – Moorpark Street Monitoring Station (Thousand Oaks Station) and Simi Valley-Cochran Street Monitoring Station (Simi Valley Station).

The Thousand Oaks Station is located approximately 5.2 miles south of the Project site at 2323 Moorpark Road, Thousand Oaks; and the Simi Valley Station is located approximately 12.9 miles east of the Project site at 5400 Cochran Street, Simi Valley. The monitoring data presented in Table 3 shows the most recent three years of monitoring data from CARB. Ozone and PM_{2.5} were measured at the Thousand Oaks Station, and PM₁₀ and NO₂ were measured at the Simi Valley Station.

Table 3: Ambient Air Quality Monitoring Summary

Air Pollutant	2018	2019	2020
Ozone ¹			
Max 1 Hour (ppm)	0.080	0.103	0.097
Days > CAAQS (0.09 ppm)	0	0	1
Max 8 Hour (ppm)	0.073	0.074	0.084
Days > NAAQS (0.070 ppm)	1	1	7
Days > CAAQS (0.070 ppm)	1	2	7
Nitrogen Dioxide (NO ₂) ²			
Max 1 Hour (ppb)	75.6	89.5	85.3
Days > NAAQS (100 ppb)	67	68	67

Table 3: Ambient Air Quality Monitoring Summary

Air Pollutant	2018	2019	2020
Days > CAAQS (180 ppb)	90	90	90
Particulate Matter (PM ₁₀) ²			
Max Daily California Measurement	336.0	141.9	145.2
Days > NAAQS (150 µg/m ³)	2	0	0
Days > CAAQS (50 µg/m ³)	14	4	2
National Average (20 µg/m ³)	34.8	28.5	31.6
Particulate Matter (PM _{2.5}) ¹			
Max Daily National Measurement	41.5	24.5	36.3
Days > NAAQS (35 µg/m ³)	1	0	1
National Average (12 µg/m ³)	9.2	7.2	7.4
State Average (12 µg/m ³)	9.2	7.2	7.5

Abbreviations:

> = exceed ppm = parts per million ppb = parts per billion µg/m³ = micrograms per cubic meter
CAAQS = California Ambient Air Quality Standard NAAQS = National Ambient Air Quality
ND = Insufficient or No Data **Bold** = exceedance

¹ Measurements taken from Thousand Oaks Station

² Measurements taken from Simi Valley Station

Source: <http://www.arb.ca.gov/adam/>

California Emissions Estimator Model™ Employed To Estimate AQ Emissions

In May 2021, the California Air Pollution Control Officers Association (CAPCOA), the South Coast Air Quality Management District (SCAQMD), and other California air districts released the latest version of the California Emissions Estimator Model™ (CalEEMod) v2020.4.0. The purpose of this model is to more accurately calculate construction-source and operational-source criteria pollutants (nitrogen oxides [NO_x], volatile organic compounds [VOCs], PM₁₀, PM_{2.5}, sulfur oxide [SO_x], and CO) and greenhouse gas (GHG) emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Proposed Project to determine construction and operational impacts related to the Proposed Project. Outputs from the model runs are provided in Appendix A.

4.3.2 Impact Analysis

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

Less Than Significant Impact. The Proposed Project would not conflict with or obstruct implementation of the Ventura County Air Quality Management Plans (AQMPs). The Ventura County Air Quality Assessment Guidelines (VCAPCD 2003) provides procedures for determining a project's consistency with the AQMP. According to the VCAPCD Guidelines, a project is consistent with the growth projections provided in the AQMPs if the proposed project conforms to the applicable General Plan land use designations and if the projected population growth created by the proposed project is within the population forecasts developed by the Ventura Council of Governments for the project

area. For this project, the City of Moorpark General Plan's Land Use Plan defines the long-range land use assumptions that are represented in the AQMPs.

The Project site is currently designated as I-2 in the General Plan and is zoned M-2. The proposed industrial building is an allowed use in the Medium Industrial land use designation. As such, the Proposed Project is consistent with the current land use designation and is not anticipated to exceed the AQMP assumptions for the Project site. Projects that would result in population growth are limited to residential projects. Since the Proposed Project consists of an industrial building, implementation of the Proposed Project would not result in any population growth in Ventura County. It should also be noted that the Project would provide employment opportunities in an area where there is more housing than jobs. As such, development of the Proposed Project would assist in implementation of the AQMP by potentially reducing vehicle miles traveled. Based on the discussion above, the Proposed Project will not result in an inconsistency with the AQMP. Accordingly, the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan.

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

Less Than Significant Impact. The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. As shown in Table 2, the Proposed Project area is designated as a federal and/or State nonattainment area for ozone and PM₁₀. To estimate if the Proposed Project may adversely affect the air quality in the region, the VCAPCD has prepared the VCAPCD Guidelines that details that a proposed project's criteria pollutant emissions would be considered significant if a project would generate daily operational emissions exceeding 25 pounds of reactive organic gas (ROG) or NO_x. These thresholds are not intended to be applied to construction emissions since such emissions are temporary.

The VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. However, the VCAPCD indicates that a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property would have a significant air quality impact. This threshold is particularly applicable to the generation of fugitive dust during construction grading operations. To determine whether a regional air quality impact would occur, the project-generated emissions are compared to the VCAPCD's recommended thresholds for operational emissions.

Construction Emissions

Construction of the Proposed Project would create air emissions primarily from equipment exhaust and fugitive dust. The air emissions from the Proposed Project were analyzed through use of the CalEEMod model (see Appendix A). Construction activities for the Proposed Project are anticipated to start in the First Quarter 2023 and conclude by the end of the Fourth Quarter of 2023. The construction activities would include site preparation and grading of the Project site, building construction, paving, and application of architectural coatings.

Table 4 shows the maximum summer or winter daily emissions that would be created from construction of the Proposed Project based on the default construction equipment assumptions provided by the CalEEMod model.

Table 4: Construction-Related Maximum Daily Criteria Pollutant Emissions

Construction Season	Pollutant Emissions (Pounds/Day)			
	VOC	NOx	PM ₁₀	PM _{2.5}
Summer	44.59	27.56	21.07	11.31
Winter	44.62	27.56	21.07	11.31

Source: CalEEMod Version 2020.4.0.

As detailed in the VCAPCD Guidelines, the VCAPCD has not established quantitative thresholds for particulate matter (PM₁₀ and PM_{2.5}); and the 25-pound-per-day threshold for ROG and NOx does not apply to construction emissions since the emissions are temporary. However, the VCAPCD indicates that a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property would have a significant air quality impact.

In order to reduce air quality impacts from construction activities, the VCAPCD requires that all projects minimize construction emissions through adherence to the VCAPCD Rule 55 fugitive dust control measures and minimize ROG through adherence to the VCAPCD Rule 74.2 architectural coating VOC content limits. Compliance with VCAPCD Rules 55 and 74.2 would ensure that construction emissions would not be generated in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or that may endanger the comfort, repose, health or safety of any such person or the public. Therefore, a less than significant air quality impact would occur from construction of the Proposed Project.

Operational Emissions

The Proposed Project consists of the development and operation of an industrial warehouse that may generate air emissions from mobile sources that are created from vehicular emissions, area sources, and energy usage. Table 5 shows the estimated worst-case summer or winter daily emissions from operation of the Proposed Project.

Table 5: Operations-Related Maximum Daily Criteria Pollutant Emissions

Activity	Pollutant Emissions in pounds/day					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ¹	2.08	<0.01	<0.01	<0.01	<0.01	<0.01
Energy Usage ²	0.01	0.09	0.08	<0.01	<0.01	<0.01
Mobile Sources (Summer) ³	0.63	0.68	5.55	0.01	1.21	0.33
Mobile Sources (Winter) ³	0.61	0.76	5.87	0.01	1.21	0.33
Total Worst-Case Project Emissions⁴	2.72	0.85	5.95	0.01	1.22	0.34
VCAPCD Thresholds	25	25	--⁴	--⁴	--⁴	--⁴
Exceed Thresholds?	No	No	--	--	--	--

Notes:

¹ Area sources consist of emissions from consumer products, architectural coatings, and landscape equipment.

² Energy usage consists of emissions from onsite natural gas usage.

³ Mobile sources consist of emissions from vehicles and road dust.

⁴ Based on worst-case between summer and winter mobile source emissions.

Source: CalEEMod Version 2020.4.0.

As shown in Table 5, operations-related emissions would not exceed the VCAPCD threshold for ROG and NO_x. Therefore, a less than significant air quality impact would occur from operation of the Proposed Project.

Accordingly, the Proposed Project would not result in a cumulative considerable net increase of any criteria pollutant.

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

Less Than Significant Impact. The Proposed Project has the potential to expose nearby sensitive receptors to criteria pollutants, including CO hotspots, fugitive dust, toxic air contaminants (TACs), and San Joaquin Fever. The nearest sensitive receptors are single-family homes adjacent to the west and east sides of the Project site.

CO "Hot Spot" Analysis

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. According to the VCAPCD Guidelines, a CO screening analysis should be conducted for intersections that would be significantly affected by a project and that experience, or are anticipated to experience, level of service (LOS) E or F. "Hot spots" are defined as locations where local ambient CO concentrations exceed the State or federal ambient air quality standards.

The Traffic Study (Stantec 2022; Appendix K) analyzed 12 intersections in the vicinity of the Project site and found that only two intersections would operate at LOS E or F, which included Los Angeles Avenue and Montair Drive and Los Angeles Avenue and SR-23 Southbound Ramps. The Traffic Study

included mitigation for the Proposed Project that included a new traffic signal at the intersection of Los Angeles Avenue and Montair Drive, which would improve the LOS to LOS D or higher for all scenarios. For the Los Angeles Avenue and SR-23 Southbound Ramps intersection, the Traffic Study found that the Proposed Project would contribute less than 0.001 to the volume to capacity ratio. It should also be noted that the nearest sensitive receptor to this intersection is located 0.3 mile to the northeast. As such, due to the distance to the nearest sensitive receptor and nominal project contribution to the delay at this intersection, the Proposed Project is not anticipated to create a CO “hot spot” at this intersection. Therefore, a less than significant impact is anticipated to sensitive receptors from potential CO hotspots.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust (PM₁₀ and PM_{2.5}) emissions that may have a substantial, although temporary, impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. Fugitive dust emissions from the Proposed Project would be created during onsite earth-moving activities. The anticipated onsite worst-case PM₁₀ emissions for each phase of construction have been provided in Table 5. However, it should be noted that fugitive dust emissions vary substantially from day to day, depending on the level and type of activity and weather conditions. Additionally, most of the PM₁₀ emissions from onsite construction activities are from inert silicates rather than the complex organic particles released from combustion sources, which are more harmful to health.

Construction activities associated with the Proposed Project would be required to implement emissions control measures detailed in VCAPCD Rule 55 fugitive dust control measures. With implementation of VCAPCD’s Rule 55, the Proposed Project would not exceed the VCAPCD standards for fugitive dust. Fugitive dust emissions would be less than significant for construction activities, and no fugitive dust emissions are anticipated to occur from operational activities.

Construction-Related TAC Emissions

Construction of the Proposed Project would generate TAC emissions from the onsite operation of diesel-powered equipment in the form of diesel particulate matter (DPM). Given the relatively limited number of heavy-duty construction equipment, the varying distances to the nearby sensitive receptors that construction equipment would operate, and the short-term construction schedule, the Proposed Project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, CCR Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes and requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet’s usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet; currently, no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment; and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, less-than-significant short-term toxic air contaminant impacts would occur during construction of the Proposed Project.

Operations-Related TAC Emissions

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas; and, according to *The California Almanac of Emissions and Air Quality 2013 Edition* prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program.

According to the Project Description (Section 1.3.2 Operations), the Proposed Project would generate 12 truck deliveries between 7:00 a.m. and 7:00 p.m. and 6 truck deliveries between 7:00 p.m. and 7:00 a.m., or approximately 18 truck deliveries per day. According to the Health Risk Assessments for Proposed Land Use Projects prepared by CAPCOA, July 2009, a truck distribution facility that accommodates 100 or more truck deliveries per day has the potential to create significant health risks from TAC emissions. Since the Proposed Project would generate less than a fifth of the truck deliveries that CAPCOA found would have the potential to create significant health risks, a less than significant TAC impact would occur during the on-going operations of the Proposed Project; and no mitigation would be required.

San Joaquin Valley Fever

San Joaquin Valley Fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus *Coccidioides immitis*. The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure and include dust storms, grading, and recreational off-road activities.

The Proposed Project would have the potential to disturb the soil during construction activities. However, the Project site is located in a developed area; and most of the Project site is currently developed. As such, the Project site does not meet any of the potential conditions detailed in the VCAPCD Guidelines of sites that are likely to contain San Joaquin Valley Fever. In addition, construction activities will be required to adhere to the VCAPCD Rule 55 fugitive dust control measures that will minimize the generation of fugitive dust that contributes to the exposure of persons to San Joaquin Valley Fever. Therefore, impacts to San Joaquin Valley Fever would be less than significant.

Therefore, implementation of the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations; and impacts would be less than significant.

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

Less Than Significant Impact. Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints, and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project site's boundaries. Due to the transitory nature of construction odors, a less than significant construction-related odor impact would occur; and no mitigation would be required.

The Proposed Project would consist of the development of an industrial building. Potential sources that may emit odors during the ongoing operations of the Proposed Project would primarily occur from odor emissions from the trash storage areas. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the Project site and through compliance with City regulations, no significant impact related to odors would occur during the ongoing operations of the Proposed Project. Therefore, a less than significant odor impact would occur; and no mitigation would be required.

Therefore, construction and operation of the Proposed Project would not create objectionable odors affecting a substantial number of people; and impacts would be less than significant.

4.4 BIOLOGICAL RESOURCES

4.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.4.1 Environmental Setting

Chambers Group, Inc.'s (Chambers Group's) biologists Heather Clayton and Jessica Calvillo performed a site visit on December 16, 2021. The Project site is in an undeveloped lot adjacent to the existing Pentair

facility. The Project site is bounded by Southern California Regional Rail Authority (SCRRA) tracks to the north, open land to the east and south, and industrial buildings to the west. The site was surveyed for potential habitat for special status wildlife species. The findings of this investigation are outlined below. The results of this report are provided as Appendix B.

4.4.2 Impact Analysis

- a) *Would the project have a substantial adverse effect, either directly or through habitat modification, on any species identified as candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less Than Significant Impact with Mitigation. The Project consists of a new warehouse, parking facilities, landscaping, and access road including placement of a culvert in Gabbert Channel. The Project site has two vegetation communities on site including disturbed land and developed land. A search of the California Natural Diversity Database (CNDDB) identified 38 special status species with potential to occur within the Project site; however, none of the species were found on site, and necessary habitat does not occur on site. Therefore, all potential special status plant and animal species are considered absent from the survey area. However, nesting species covered by the Migratory Bird Act have potential to be found on site during nesting season (February to August). Implementation of mitigation measure BIO-1 would reduce impacts to a level less than significant.

MM-BIO-1: A nesting bird pre-construction survey will be conducted by a Qualified Biologist and submitted to the City three days prior to demolition and/or vegetation removal activities during nesting bird season (February 15 through August 31). Should nesting birds be found, an exclusionary buffer will be established by a Qualified Biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found. This buffer will be clearly marked in the field by construction personnel under guidance of the Qualified Biologist, and construction or clearing will not be conducted within this zone until the Qualified Biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the Project site will be resurveyed during bird breeding season if a lapse in construction activities lasts longer than seven days.

- 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 Game or U.S. Fish and Wildlife Service?*

Less Than Significant Impact. The Project site includes disturbed and developed vegetation communities, as identified during the biological reconnaissance survey. A cement-lined channel flows through the southern portion of the Project site and eventually connects to the Arroyo Simi and terminates in the Pacific Ocean, a Traditional Navigable Water (TNW). Proposed construction includes the placement of an access road over Gabbert Channel and improvements to approximately 60 feet of the channel within the same section. A total of 0.02 acre of permanent impacts to waters of the State will occur as a result of the Project; thus, a State 401 certification and/or CDFW State Streambed Alteration Agreement may be required for Project authorization. With proper permits and authorization, impacts to riparian habitat or other sensitive natural communities would be less than significant.

- 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?*

Less Than Significant Impact. Proposed construction includes the placement of an access road over the channel and improvements to approximately 60 feet of the channel within the same section. According to the USFWS's National Wetlands Inventory, no riparian habitat occurs within the Project site boundary (USFWS 2022). As discussed in b), a total of 0.02 acre of permanent impacts to waters of the State will occur as a result of the Project; thus, a State 401 certification, and/or CDFW State Streambed Alteration Agreement may be required for Project authorization. In addition, to prevent offsite impacts to nearby wetlands resulting from stormwater runoff, the Project would be required to obtain coverage under a Construction General Permit to comply with National Pollutant Discharge Elimination System (NPDES) requirements. Compliance with the Construction General Permit would require the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated Best Management Practices (BMPs). The BMPs would include measures that would be implemented to prevent discharges into adjacent wetland from the Project site during construction activities. A less than significant impact to wetlands would occur as a result of the Project.

- 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?*

Less Than Significant Impact. The Project is located approximately 0.7 mile north of Arroyo Simi, which may provide a means of movement and migration as well as a nursery for fish species in the area. However, all construction and operational activities associated with the Project would remain entirely within the Project site boundary; and no direct impacts to the Arroyo Simi would occur. Additionally, outlets from the cement-lined channel will follow existing drainage patterns and outlet to the Arroyo Simi creek; but the Project would not impede flow of the Arroyo Simi creek. No other potential wildlife corridors have been identified in the Project vicinity. Impacts would be less than significant.

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

No Impact. According to the City's Municipal Code Chapter 12.12 Historic Trees, Native Oak Trees, and Mature Trees, tree removal permits are required to remove, cut down, or destroy a native oak tree, historic tree, or other mature tree. Prior to issuance of a tree removal permit, a site inspection and tree appraisal must be performed (City 2022). The site is vacant and no trees would require removal. Therefore, no impact would occur.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The Project site is not located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plans. Therefore, no impact would occur.

4.5 CULTURAL RESOURCES

5.	CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5.1 Environmental Setting

A Cultural Resource records search, literature review, and pedestrian survey was prepared for the Proposed Project by Chambers Group, Inc. (Chambers Group) in March 2022 (Appendix C) which included results from a records search conducted by the South Coast Central Information Center (SCCIC), literature review, and pedestrian survey. Additionally, Chambers Group prepared a Paleontological Records Search and Literature Review Summary. A desktop survey and records search was requested by the Natural History Museum of Los Angeles County. Results from this analysis have been summarized and incorporated below.

4.5.2 Impact Analysis

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

Less Than Significant Impact. As a result of the records search review and archival research, no previously recorded resources or any other listed or potentially significant properties are located within the Project site. However, one listed resource does occur outside the Project site but within the 1-mile study area. The former Southern Pacific Coast rail line (now Union Pacific/Amtrak/Metrolink alignment) is located within the 1-mile boundary and substantially contributed to the early development of Moorpark. Review of available historic photographs and aerial imagery showed that the Project site has been open space with evidence of sporadic agricultural use and no built environment features visible from 1947 to 2018 (Appendix C). In addition, while the Gabbert Channel is of historic age, no channels within Ventura County have been designated as a historic resource, nor are any channels considered eligible for historic or landmark designation (VCRMA 2022). Since the potential to encounter historic resources is low, the potential for discovery remains; and implementation of Mitigation Measure CUL-1 would reduce impacts are considered less than significant.

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

Less Than Significant Impact with Mitigation. As noted above, as a result of the records search review and archival research, no previously recorded resources or any other listed or potentially significant properties are located within the Project site. Due to the area having historic open space and agricultural uses, ground-disturbing activities or major excavation completed on site were likely to have been minimal (Appendix C). Therefore, the nature of the previous disturbance may allow for intact native soils and geologic formations to be impacted by the current Proposed Project construction and increases the risk of encountering intact buried cultural resources. Due to the potential for encountering archaeological resources, mitigation measures MM CUL-1 and MM CUL-2 would be implemented to reduce potential impacts to a less than significant level.

MM CUL-1 Prior to issuance of grading permits, the Applicant shall be required to obtain the services of a qualified project archaeologist to remain on call for the duration of the proposed ground-disturbing construction activity. The archaeologist selected must be approved in writing by the Community Development Director. Prior to construction commencing, all construction personnel associated with earth-moving equipment, drilling, grading, or excavating shall be provided with basic training. The training shall be completed by the Applicant-retained project archaeologist and shall include written notification of the restrictions regarding disturbance and/or removal of any portion of archaeological deposits and the procedures to follow should a potential resource be identified during construction activity. The construction contractor, or its designee, shall be responsible for implementation of this measure. A tribal monitor shall be provided an opportunity to attend the pre-construction briefing, if requested. The project archaeologist shall be on call and available to contact in the event of any unanticipated discovery of archaeological or historical resources during the proposed construction activity. If any archeological or historical resources are uncovered during grading or excavation operations, all grading or excavation shall immediately cease in the immediate area, a 50-foot buffer area around the discovery shall be cordoned off, and the discovery must be left untouched. The Applicant, in consultation with the project archaeologist, shall assure the preservation of the resource and immediately contact the Community Development Director by phone, in writing by email, or hand-delivered correspondence informing the Director of the find. In the absence of the Director, the Applicant shall so inform the City Manager. Additionally, all consulting Native American Tribal groups that requested notification of any unanticipated discovery of archaeological resources on the Project shall be notified appropriately. The Applicant-retained project archaeologist shall provide an assessment regarding the sensitivity of the discovery and, if avoidance is not feasible, recommend the appropriate treatment and/or recovery procedures for discovery. The Applicant shall pay for all costs associated with the investigation and, if required, the treatment and/or recovery of the discovery.

MM CUL-2 At the completion of all ground-disturbing activities, the project archaeologist shall prepare an Archaeological Resources Monitoring Report summarizing all monitoring efforts and observations, as performed, and any and all prehistoric or historic archaeological finds as well as providing follow-up reports of any finds to the South-Central Coastal Information Center (SCCIC), as required.

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

Less than Significant Impact. The Proposed Project involves expansion of the existing Pentair facility on an undeveloped site with previous agricultural uses. While discovery of human remains is unlikely, the City would require compliance with the following Condition of Approval to ensure less than significant impacts on human remains.

CA-1 Inadvertent Discovery of Human Remains. The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has determined the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98. The Coroner must be notified of the find immediately, together with the City and the property owner. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate reinterment site.

4.6 ENERGY

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

4.6.1 Environmental Setting

Energy conservation management in the state was initiated by the 1974 Warren-Alquist State Energy Resources Conservation and Development Act that created the California Energy Resource Conservation and Development Commission (currently named California Energy Commission [CEC]), which was originally tasked with certifying new electric generating plants based on the need for the plant and the suitability of the site of the plant. In 1976 the Warren-Alquist Act was expanded to include new restrictions on nuclear generating plants that effectively resulted in a moratorium of any new nuclear generating plants in the state. The following lists specific regulations adopted by the State in order to reduce the consumption of energy.

- a) CCR Title 20 – Regulations for appliance efficiency standards
- b) CCR Title 24 Part 6 – Energy efficiency standards for residential and nonresidential buildings
- c) CCR Title 24 Part 11 – CALGreen Building Standards

- d) Senate Bill (SB) 100 – Regulations for retail sales of electricity
- e) Executive Order (EO) N-79-20 – Requires all new passenger vehicles and trucks to be zero-emission by the year 2035
- f) Assembly Bill (AB) 1109 – Requires the use of high-efficiency lighting in new structures

4.6.2 Impact Analysis

Would the project

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

Less Than Significant Impact. The Project would impact energy resources during construction and operation, but these impacts would be less than significant. Energy resources that would potentially be impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Project with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for onsite distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2020, Ventura County consumed 5,462 gigawatt-hours (GWh) per year of electricity (CEC 2021).

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the state and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network; and, therefore, resource availability is typically not an issue. Natural gas satisfies almost one-third of the state's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2020, Ventura County consumed 180.18 Million Therms of natural gas.

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. According to the CEC, in 2017, 338 million gallons of gasoline and 36 million gallons of diesel were sold in Ventura County (CEC 2018).

The following section calculates the potential energy consumption associated with the construction and operations of the Proposed Project and provides a determination of whether any energy utilized by the Project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The Project would consume energy resources during construction in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g., hauling demolition material to offsite reuse and disposal facilities)
2. Electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass

Construction-Related Electricity

During construction the Project would consume electricity to construct the new structure and infrastructure. Electricity would be supplied to the Project site by SCE and would be obtained from the existing electrical lines on the Project site. The use of electricity from existing power lines rather than temporary diesel or gasoline-powered generators would minimize impacts on fuel consumption. Electricity consumed during Project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary and nominal and would cease upon the completion of construction. Overall, construction activities associated with the Proposed Project would require limited electricity consumption that would not be expected to have an adverse impact on available electricity supplies and infrastructure. Therefore, the use of electricity during Project construction would not be wasteful, inefficient, or unnecessary.

Since the Project site already has existing electrical power service, it is anticipated that only nominal improvements to SCE distribution lines and equipment would be required with development of the Proposed Project. Compliance with the City's guidelines and requirements would ensure that the Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the Project. Construction of the Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the Project site and on-road automobiles transporting workers to and from the Project site and on-road trucks transporting equipment and supplies to the Project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions provided in Appendix D, which found that the off-road equipment utilized during construction of the Project would consume 37,226 gallons of fuel. The on-road construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions provided in Appendix D, which found that the on-road trips generated from construction of the Project would consume 14,806 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the Project would result in the consumption of 52,032 gallons of petroleum fuel. This equates to 0.01 percent of the gasoline and diesel consumed annually in Ventura County. As such, the construction-related petroleum use would be nominal when compared to current county-wide petroleum usage rates. Therefore, construction-related petroleum fuel use would be less than significant.

Construction activities associated with the Project would be required to adhere to all State and County regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the Proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Impacts regarding transportation energy would be less than significant. Development of the Project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete; therefore, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business.

Operational Energy

The ongoing operation of the Proposed Project would require the use of energy resources for multiple purposes including, but not limited to, pumps and other mechanical industrial equipment, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics. Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment, and vehicle trips. All of these sources of energy usage can be categorized into the three general forms of electricity, natural gas and petroleum fuel use, which have been analyzed separately below.

Operations-Related Electricity

Operation of the Project would result in consumption of electricity at the Project site. According to the CalEEMod model printouts (see Appendix D), the Proposed Project would consume 430,019 kilowatt-hours per year of electricity. This equates to 0.008 percent of the electricity consumed annually in Ventura County. As such, the operations-related electricity use would be nominal when compared to current electricity usage in the County.

It should be noted that the Proposed Project would comply with all federal, State, and County requirements related to the consumption of electricity, which includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards. The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed warehouse, including enhanced insulation and use of energy-efficient lighting and appliances as well as requiring a variety of other energy-efficiency measures to be incorporated into the proposed structures. Therefore, it is anticipated the Proposed Project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the Proposed Project's electricity demand. Thus, the Project would not result in the wasteful or inefficient use of electricity; and no mitigation measures would be required.

Operations-Related Natural Gas

Operation of the Proposed Project would result in increased consumption of natural gas at the Project site. According to the CalEEMod model printouts (see Appendix D), the Proposed Project would consume 350 million British Thermal Units (MBTU) per year of natural gas. This equates to 0.002 percent of the natural gas consumed annually in Ventura County. As such, the operations-related natural gas use would be nominal when compared to current natural gas usage rates in the County.

It should be noted that the Proposed Project would comply with all federal, State, and City requirements related to the consumption of natural gas, which includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards (CALGreen Code). The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed warehouse. Therefore, it is anticipated the Proposed Project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the Proposed Project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant; and no mitigation measures would be required.

Operations-Related Petroleum Fuel

Operation of the Proposed Project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the Project site. As calculated in Appendix D, the Project would consume 20,727 gallons of transportation fuel per year. This equates to 0.006 percent of the gasoline and diesel consumed in the County annually. As such, the operations-related petroleum use would be nominal when compared to current petroleum usage rates in the County.

Additionally, the Project would comply with all federal, State, and County requirements related to the consumption of transportation energy, including CCR Title 24, Part 11, the CALGreen Code, which requires all new parking lots to provide preferred parking for clean air vehicles. Therefore, it is anticipated the Project will be designed and built to minimize transportation energy through the promotion of the use of electric-powered vehicles and that existing and planned capacity and supplies of transportation fuels would be sufficient to support the Project's demand. Thus, impacts regarding transportation energy supply and infrastructure capacity would be less than significant; and no mitigation measures would be required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The applicable plan for the Proposed Project is the *City of Moorpark General Plan Open Space, Conservation and Recreation Elements*, adopted August 4, 1986, that provides policies that promote renewable energy and energy efficiency. The Proposed Project would be required to meet the Title 24, Part 6 building energy efficiency requirements that require incorporation of several energy efficiency measures into the design of the proposed warehouse, including use of LED lighting, enhanced insulation and windows, and high-efficiency ventilation and appliances. In addition, the Proposed Project would be required to meet the Part 11 CALGreen Code, which provides minimum requirements for bicycle parking, carpool/vanpool/electric vehicle parking spaces, use of water-efficient plumbing and landscaping fixtures, recycling and use of recycled materials in building products. Specific CALGreen requirements that are applicable to the Proposed Project include requiring that a minimum of 65 percent of construction waste be diverted from landfills, providing bicycle parking spaces, and providing electric vehicle charging stations within the proposed parking structure. Through implementation of the above programs, regulations, and policies, the Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

4.7 GEOLOGY AND SOILS

7.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

7.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.1 Environmental Setting

A Geotechnical Engineering Investigation was prepared for the Project by NorCal Engineering on April 8, 2022. Geotechnical evaluations included the placement of electronic cone penetrometers, subsurface exploratory borings by a truck-mounted drill rig, continuous flight augers, hand-operated augers, and exploratory trenches by backhoe. The report presents results and recommendations for the Project site which are summarized below. The full report is provided in Appendix E.

4.7.2 Impact Analysis

- a) *i) 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? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. The city is located in a region with several active faults and therefore is subject to the risks and hazards associated with earthquakes. The Project site is located approximately 2 miles north of the Simi-Santa Rosa Fault Zone (DOC 2022b). The California Division of Mines and Geology has designated an Alquist-Priolo Fault Zone for many of the traces of the Simi-Santa Rosa fault zone. According to the Project's Geotechnical Report, the Project site is outside any Alquist-Priolo Special Studies Zone and the potential for damage due to direct fault rupture is considered unlikely. With adherence to the latest California Building Code (CBC) and following recommendations and guidelines set forth in the Geotechnical Study, impacts would be less than significant.

- ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

Less Than Significant Impact. As noted above in Impact 4.7.2 a) i), the Project site is located in a region with several active faults and is subject to potential ground shaking. According to the Geotechnical Report, the nearest earthquake fault is located less than 1.2 miles from the Project site and is capable of producing a Magnitude 6.7 earthquake. Impacts associated with strong seismic ground shaking would be minimal due to ground disturbance (up to 4 feet of excavation and grading) associated with the Project. Minimal grading required for the proposed warehouse structure and parking lot would not exacerbate the risk of ground shaking at the Project site. Therefore, implementation of the Project would result in a less than significant impact associated with strong seismic ground shaking.

- iii) 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?*

Less Than Significant Impact. The Project site is located within the Moorpark liquefaction zone (DOC 2022a). According to the Geotechnical Report, the Project site is situated in an area of historic occurrence of liquefaction or local geological, geotechnical, and groundwater conditions to indicate a potential for permanent ground displacement. Based on the California Division of Mines and Geology Seismic Hazard Zone Report for the *Moorpark* 7.5-minute quadrangle, the Project site is mapped with a historic groundwater depth of 20 feet deep (Appendix E). The Geotechnical Analysis indicated the potential for liquefaction at the Project site is moderate, based upon a historic groundwater depth of 20 feet deep and a peak ground acceleration (PGAM) of 0.83g. NorCal Engineering recommends that a stiffened foundation system, consisting of a mat foundation at least 12 inches thick to support the new structure, be utilized for the proposed structure to mitigate for the seismic-induced settlements. Following recommendations in the Geotechnical Report, the risk of loss, injury, or death involving seismic-related ground failure or liquefaction on the Project site is low; therefore, impacts would be less than significant.

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

Less Than Significant Impact. The Project site is relatively flat, with elevations on site ranging from approximately 440 to 460 feet. The Department of Conservation's Earthquake Hazards Zone Application does not distinguish the Project site as a landslide zone (DOC 2022c). The Geologic Report does not mention signs of previous landslide activity within the Project site. The risk of loss, injury, or death involving landslides on the Project site is low; therefore, impacts would be less than significant.

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

Less Than Significant Impact. Construction activities associated with the Project would comprise grading, excavation, and recompaction throughout the site. Because the Project would involve soil disturbance, and the proposed structure and parking lot would introduce impervious surfaces to the Project site in excess of 1 acre; a Storm Water Pollution Prevention Plan (SWPPP) will be written and implemented. A SWPPP identifies BMPs to further reduce soil erosion during construction; these BMPs would be consistent with the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (County 2011). The identification and implementation of construction BMPs would include, but are not limited to, watering soil, soil cover of inactive areas, gravel bags, and fiber rolls to minimize the potential impacts. Therefore, implementation of the Project would result in less than significant impacts associated with soil erosion or the loss of topsoil.

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?

Less Than Significant Impact. As discussed above, the Project site is not within an active fault or landslide zone but is in close proximity to earthquake faults in the area and within the Moorpark liquefaction zone (DOC 2022b). The city is underlain primarily by two types of geologic units: relatively weak semi-consolidated sedimentary bedrock in the hilly and mountainous areas and loose, unconsolidated, alluvial sediments in the valleys and canyon bottoms (City 2001). Considering the Project involves construction of a new warehouse and parking lot, and ground disturbance would be limited to grading, excavation (up to 4 feet in depth), and recompaction, the risk of landslide, lateral

spreading, subsidence, liquefaction, or collapse as a result of the Project is low. Impacts would be less than significant.

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less Than Significant Impact. Expansive soils are certain types of clay soils that expand when saturated and shrink when dried. According to the United States Department of Agriculture's (USDA) Web Soil Survey, the soils on the Project site are primarily loamy sand and sandy alluvial land, which have a high permeability and are somewhat excessively drained (USDA 2022). The Geotechnical Report noted that granular soils with a very low expansion potential were observed in the upper 12 feet of the Project site; expansive soils were encountered from 12 to 26 feet deep (Appendix E). Soils identified within the Project site that have a large clay component were identified only deeper than 12 feet, and Project construction would excavate to a maximum depth of 4 feet; therefore, expansive soils would not be encountered, and impacts would be less than significant.

- e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The Project would involve the construction of a new warehouse facility with associated offices that would be connected to the existing sewer infrastructure; therefore, the Project would not require the installation of new septic tanks or alternative wastewater disposal systems. No impact would occur.

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

Less Than Significant Impact. A paleontological record search was conducted by the Natural History Museum of Los Angeles County on November 19, 2021. The search produced no known fossil localities that lie within the Proposed Project site, but localities have been documented nearby within the same sedimentary deposits as found within the Project site (Appendix F).

Due to the sensitivity of the Project site and the surrounding area to produce paleontological resources during ground-disturbing activities, Conditions of Approval set by the City of Moorpark will be complied with to reduce potential impacts associated with ground disturbance. In addition, following the County of Ventura's goals pertaining to paleontological resources outlined in Sections 1.8.1 and 1.8.2 of the Resources Element of the County of Ventura General Plan, these Conditions of Approval will be implemented to ensure that the Guidelines of the Society of Vertebrate Paleontology (SVP) and the Guidelines of the State Office of Historic Preservation are fulfilled and will be performed in consultation with professional archaeologists and paleontologists. Therefore, impacts to paleontological resources to a less than significant level.

CA-2: Paleontological Plan: If paleontological remains are discovered, a paleontological mitigation plan outlining procedures for paleontological data recovery must be prepared and submitted to the Community Development Director for review and approval. The development and implementation of this Plan must include consultations with the Applicant's engineering geologist as well as a requirement that the curation of all specimens recovered under any scenario will be through the Los

Angeles County Museum of Natural History (LACMNH). All specimens become the property of the City of Moorpark unless the City chooses otherwise. If the City accepts ownership, the curation location may be revised. The monitoring and data recovery should include periodic inspections of excavations to recover exposed fossil materials. The cost of this data recovery is limited to the discovery of a reasonable sample of available material. The interpretation of reasonableness rests with the Community Development Director.

4.8 GREENHOUSE GAS EMISSIONS

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

4.8.1 Environmental Setting

Climate change is the observed increase in the average temperature of the 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. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs) that contribute to the "greenhouse effect," a natural occurrence that takes place in Earth's atmosphere to help regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back toward the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. However, anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat. Emissions resulting from human activities thereby contribute to an average increase in Earth's temperature.

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

Significant legislative and regulatory activities directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing greenhouse gas emissions in California and requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. In addition to AB 32, Executive Order B-30-15 was issued on April 29, 2015, that aims to reduce California's GHG

emissions 40 percent below 1990 levels by 2030. In September 2016, AB 197 and Senate Bill (SB) 32 codified into statute the GHG emission reduction targets provided in Executive Order B-20-15.

CARB is the State agency charged with monitoring and regulating sources of emissions of GHGs in California that contribute to global warming in order to reduce emissions of GHGs. The CARB Governing Board approved the 1990 GHG emissions level of 427 million metric tons of CO₂ equivalent (MtCO₂e) on December 6, 2007. Therefore, in 2020, annual emissions in California are required to be at or below 427 MtCO₂e. The CARB Board approved the Climate Change Scoping Plan (Scoping Plan) in December 2008, the First Update to the Scoping Plan in May 2014, and California's 2017 Climate Change Scoping Plan in November 2017. The Scoping Plans define a range of programs and activities that will be implemented primarily by State agencies but also include actions by local government agencies. Primary strategies addressed in the Scoping Plans include new industrial and emission control technologies; alternative energy generation technologies; advanced energy conservation in lighting, heating, cooling, and ventilation; reduced-carbon fuels; hybrid and electric vehicles; and other methods of improving vehicle mileage. Local government will have a part in implementing some of these strategies. The Scoping Plans also call for reductions in vehicle-associated GHG emissions through smart growth that will result in reductions in vehicle miles traveled (CARB 2010, 2016, 2017, 2018).

The VCAPCD has not yet adopted any GHG thresholds. However, at its September 13, 2011, Board meeting, the Ventura County Air Pollution Control Board (VCAPCB) requested that VCAPCD staff report back on possible GHG significance thresholds for evaluating GHG impacts of land use projects in Ventura County under CEQA. As such, the VCAPCD staff prepared the Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County, November 8, 2011. The report presented a number of options for setting GHG significance thresholds and analyzed some of the adopted thresholds as well as others that were currently under consideration by other air districts in California. The report concluded that establishing local CEQA significance thresholds for global-scale environmental concerns is a major challenge, and each of the numerous approaches and options that have been put forth to assess GHG emissions from land use development projects for CEQA purposes has their own set of advantages and disadvantages. While the report did not establish a specific approach that would be used by the VCAPCD to analyze GHG impacts under CEQA, it indicated that because Ventura County is adjacent to the SCAQMD's jurisdiction and is a part of the region represented by the Southern California Association of Governments (SCAG), it would be most desirable for the VCAPCD to set local GHG emission thresholds of significance for land use development projects at levels consistent with those set by the SCAQMD. Therefore, based on the report's recommendations, the VCAPCD would continue to evaluate and develop suitable interim GHG threshold options for Ventura County with preference for GHG threshold consistency with the SCAQMD and the SCAG region.

In order to identify significance criteria under CEQA for development projects, SCAQMD initiated a Working Group, which provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010, Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 MtCO₂e for all land use projects.

4.8.2 Impact Analysis

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

Less Than Significant Impact. The CalEEMod model used above to calculate the criteria pollutant emissions was also utilized to calculate the GHG emissions associated with construction and operation of the Proposed Project (see Appendix G). The CalEEMod model calculated GHG emissions generated from both construction and operation of the Proposed Project. Per the analysis methodology presented in the SCAQMD Working Group meetings, the construction emissions were amortized over 30 years. Table 6 shows the estimated GHG emissions that would be predicted from development of the Proposed Project.

Table 6: Annual Greenhouse Gas Emissions from the Proposed Project

Sector	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources	<0.01	0.00	0.00	<0.01
Energy Uses	94.92	<0.01	<0.00	95.42
Mobile Sources	190.36	0.01	<0.01	193.42
Solid Waste	16.13	0.95	0.00	39.96
Water and Wastewater	43.68	0.54	0.01	60.92
Construction ¹	15.79	0.03	<0.01	16.00
Total GHG Emissions	360.88	1.54	0.02	405.73
Threshold of Significance				3,000
Exceed Threshold?				No

Notes:

¹ Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

Source: CalEEMod Version 2020.4.0 (see Appendix G).

As shown in Table 6, the Proposed Project would generate 405.73 MtCO₂e per year, which is within the 3,000-MtCO₂e-per-year threshold that is described above. It should also be noted that the proposed structures will be required to meet the 2019 Title 24 Part 6 building standards that require the proposed warehouse to install enhanced insulation as well as energy-efficient lighting and appliances. The City also requires all new developments to institute the water conservation measures that are detailed in the California Green Building Code. For these reasons, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the Proposed Project.

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

Less Than Significant Impact. The Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Neither the City of Moorpark nor the VCAPCD has adopted a Climate Action Plan or other qualified GHG reduction plan. SCAG has incorporated a sustainable community strategy into its 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plan, which is designed to help the region achieve its SB 375 GHG emissions reduction targets. The SCAG's 2016-2040 RTP/SCS demonstrates that the SCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years (SCAG 2020). The Proposed Project would not alter the basic population projections used in the plan

and would be consistent with the City of Moorpark General Plan land use designation for the Project site.

The Proposed Project would be required to comply with existing State regulations for reducing GHG emissions, which include Title 24 Part 6 and Part 11 energy efficiency requirements. As such, since there are no applicable local GHG reduction plans and the Proposed Project would comply with all regional (SCAG) and State regulations intended to reduce GHG emissions, the Proposed Project would be consistent with the applicable plans and programs designed to reduce GHG emissions. Impacts would be less than significant.

4.9 HAZARDS AND HAZARDOUS MATERIALS

9.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.9.1 Environmental Setting

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project by BBG in November 2021. The purpose of the Phase I ESA is to identify Recognized Environmental Conditions (RECs), Controlled Recognized Environmental Conditions (CRECs), Historical Recognized environmental

Conditions (HRECs), and de minimis conditions as defined by ASTM E1527-13. The full report is included as Appendix H.

4.9.2 Impact Analysis

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

Less Than Significant Impact. The expansion of the Pentair facility would be consistent with the existing facility activities which handle and maintain hazardous materials and hazardous wastes and operate aboveground storage tanks. The Project site is located in an industrial area and is not adjacent to any sensitive receptors. Operations at the facility already require the transport, use, and disposal of hazardous materials; and no significant hazards have been created for the public. Nonetheless, all construction and operational activities would be required to adhere to local standards set forth by the City, as well as State and federal health and safety requirements that are intended to minimize risk to the public from hazardous materials, such as California Division of Occupational Safety and Health (Cal/OSHA) requirements, the Hazardous Waste Control Act, the California Accidental Release Prevention (CalARP) Program, and the California Health and Safety Code. As a result, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts regarding transport, use, or disposal of hazardous materials would be less than significant.

- 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?*

Less Than Significant Impact. Construction activities require excavation and grading, utility work, surface paving operations, and landscaping. Operations on site will be industrial in nature and will involve the routine transport, use, or disposal of hazardous materials. Potentially hazardous materials, including but not limited to gasoline, oil, solvents, cleaners, paint, pesticides, and fertilizer, may be used during construction and operation of the Project. Nonetheless, all construction and operational activities would be required to adhere to local standards set forth by the City, as well as State and federal health and safety requirements that are intended to minimize risk to the public from hazardous materials, such as Cal/OSHA requirements, the Hazardous Waste Control Act, the CalARP Program, and the California Health and Safety Code.

Pentair has not had any accidents or upset involving release of hazardous materials on site creating a significant hazard to the public. Expansion of the Pentair facility as part of the Project would not increase hazards to the public. Therefore, construction and operational impacts for these issues would be less than significant.

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

Less Than Significant Impact. Project construction would involve the use of heavy equipment and other gas- or diesel-powered equipment that would generate emissions associated with internal combustion engines (i.e., diesel and gasoline). As described in impacts 4.9.1 a) and b) above, construction would also require temporary transport of potentially hazardous commercial materials,

including but not limited to gasoline, oil, solvents, cleaners, paint, pesticides, and fertilizer. The existing Pentair facility handles and maintains hazardous materials and hazardous wastes and operates aboveground storage tanks.

However, the Project site is located in the western portion of the City, with primarily agricultural and industrial land uses surrounding the site. Heavy equipment and vehicles which may be transporting or emitting hazardous materials during Project construction would use Los Angeles Road for access to the site. Furthermore, Project operations would be consistent with local regulations and standards set forth by the City, State, and federal governments. Therefore, construction and operational impacts for these issues would be less than significant.

- d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less Than Significant Impact. A review of federal and State standard and supplemental databases indicated that the Project site is not located within an identified hazardous material site pursuant to Government Code Section 65962.5. No active hazardous material cleanup sites were identified within 1 mile of the Project site (Appendix H). Considering the absence of active hazard cases in the vicinity of the Project site, impacts would be less than significant.

- e) *For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact. The Project site is located approximately 9.7 miles southeast of Santa Paula Airport and 11 miles northeast of Camarillo Airport (Google Maps 2022). The Project site is not within the Airport Influence Area for either of these airports (ALUC 2000). No impact regarding safety hazards or excessive noise related to airports would occur.

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

Less Than Significant Impact. The Project is located within the Local Responsibility Area (LRA) Very High Fire Severity Zone (VHFSZ) (CALFIRE 2020). As mentioned in Section 4.9 above, the City has developed an Emergency Services Program that includes City staff's receiving training in emergency preparedness, management, and mitigation; the City's maintaining the Emergency Operations Center (EOC); the City's organizing and training a Disaster Assistant Response Team composed of volunteers; and the City's promoting emergency planning, training, public awareness, and education (City 2001). Additionally, the County's Multi-Hazard Mitigation Plan (MHMP) includes an overview of the risk assessment process and identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives, and actions for each jurisdiction in the County, including participating cities (such as Moorpark) and the County unincorporated areas (County 2015). The Project would not interfere with the City's Emergency Services Program or the MHMP because it would not prohibit subsequent programs or plans from being established or prevent the goals and objectives of existing plans from being carried out. Thus, impacts would be less than significant.

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

Less Than Significant Impact. Although the Project site is within the LRA VHFSZ, the Project is in an area with minimal elevation change and no steep slopes. The Project borders vegetated open space on the south and north sides, but the adjacent warehouse building is set back from the parcel boundary and will be separated from the vegetation by parking lots, loading areas, and an asphalt fire lane. These areas provide a minimum 100-foot buffer around the warehouse structure in compliance with the Ventura County Fire Department's Fire Hazard Reduction Program. Additionally, all construction would comply with the City's Building Code Section 15.08.060 Fire Hazard Zone Requirements and the County's Fire Protection Ordinance (City 2020c; County 2020b). Moreover, use of the Project site would be substantially similar to the adjacent warehouse; therefore, Project operations would not exacerbate the risk of loss or injury from wildland fires. Impacts would be less than significant.

4.10 HYDROLOGY AND WATER QUALITY

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

4.10.1 Environmental Setting

Preliminary Hydrology Calculations were prepared for the Project by Thienes Engineering on January 10, 2022, and revised on March 10, 2022, and May 24, 2022. These calculations determined the existing and proposed 100-year peak flow rates from the Project site, which drains to Gabbert Canyon Channel along the southern boundary of the site. Additionally, a Low Impact Development (LID) was prepared for the Project by Thienes Engineering on May 20, 2022. According to the Geotechnical Report and LID, infiltration is considered feasible. The Proposed Project will treat stormwater runoff and disconnect runoff from impervious areas by means of underground retention system. Results from the Preliminary Hydrology Calculations and LID have been incorporated below; for more detail regarding methods, refer to Appendices I and J, respectively.

4.10.2 Impact Analysis

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

Less Than Significant Impact. Project construction would require temporary disturbance of surface soils and removal of vegetative cover through grading and excavation for the proposed parking lot. Grading activities therefore could potentially result in erosion and sedimentation on site, which may alter the existing drainage pattern. The Project site has a slight downward slope with the lower portion of the site on the southern portion of the Project site, so the potential for soil erosion is low, but peak stormwater runoff could result in short-term sheet erosion in areas of exposed soils.

The Project would be required to obtain coverage under a Construction General Permit to comply with NPDES requirements. Compliance with the Construction General Permit would require the development and implementation of a SWPPP and associated BMPs. 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. Given the relatively flat topography of the site and implementation of the required SWPPP, construction of the Project would not violate any water quality standards or waste discharge requirements.

Once developed, the Project will increase the imperviousness on the site from its existing conditions with the addition of parking lot and warehouse facility. To prevent significant impacts due to increased runoff at the Project site, catch basins would be installed throughout the site; and an onsite storm drain system will convey runoff to Gabbert Canyon Channel. With implementation of these design features, Project operations would not substantially degrade surface or groundwater quality; impacts would be less than significant.

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

Less Than Significant Impact. The Project site is located within the boundaries of the Groundwater Sustainability Plan (GSP) for the Las Posas Valley Basin (FCGMA 2007). The GSP projects future water demands based on historic water availability and demand, as well as buildout of the General Plan. Once the applicant obtains the CUP from the City, the Project will be consistent with the zoning and

land use of the Project site. Therefore, projected groundwater demands in the GSP generally take into account water demand from the Project. Impacts would be less than significant.

- c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- i) *result in substantial erosion or siltation on- or off-site;*

Less Than Significant Impact. Project construction would require temporary disturbance of surface soils and removal of vegetative cover through grading and excavation (up to 4 feet in depth) for the proposed parking lot. Grading activities therefore could potentially result in erosion and sedimentation. The Project site is relatively flat; therefore, the potential for soil erosion is low; however, peak stormwater runoff could result in short-term sheet erosion in areas of exposed soils. Compliance with the Construction General Permit would require the development and implementation of a SWPPP and associated BMPs. Impacts related to erosion and siltation are less than significant.

- ii) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*

Less Than Significant Impact. Implementation of the Project will increase the imperviousness on the site with the addition of a new parking lot on the undeveloped land to the northwest and east. To prevent significant impacts due to increased runoff at the Project site, catch basins will be installed throughout the site; and an onsite storm drain system will convey runoff to proposed underground infiltration/detention systems located on site. Outlets from these retention/detention areas will follow existing drainage patterns and the outlet to Gabbert Canyon Channel (Appendix I).

- iii) *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff; or*

Less Than Significant Impact. To prevent significant impacts due to increased runoff from full buildout at the Project site, catch basins will be installed throughout the site; and an onsite storm drain system will convey runoff to proposed underground infiltration/detention systems located on site. Outlets from these retention/detention areas will follow existing drainage patterns and the outlet to Gabbert Canyon Channel (Appendix I). In maintaining existing drainage patterns, runoff flows would not be substantially redirected with implementation of the Project, and impacts would be less than significant.

- iv) *impede or redirect flood flows?*

Less Than Significant Impact. The Project site overlaps with the Federal Emergency Management Agency's (FEMA's) mapped Zone X areas determined to be outside the 0.2 percent annual chance floodplain and the southern portion of the site under Zone X Shaded areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1 percent annual chance flood. (FEMA 2022). The areas that overlap with Zone X Shaded include parking and

circulation aisles, entrance to the site, the southeast portion of the warehouse, and landscaping. New parking lots on site have the potential to redirect flood flows by introducing new impervious surface. In maintaining existing drainage patterns, flood flows would not be substantially redirected with implementation of the Project; and impacts would be less than significant.

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

Less Than Significant Impact. As previously mentioned, the Project is located within the FEMA Zone X and Zone X Shaded floodplain, as discussed in threshold (c(iv)). However, operations at the Project site would be similar to existing operations adjacent to the site with use and storage of hazardous materials onsite. Additionally, a new warehouse structure would be constructed, and drainage patterns would be designed to remain the same as existing drainage patterns; therefore, the risk of pollutant release would not increase. The Project is also over 20 miles east of the Pacific Ocean and is not in the vicinity of any waterbodies that have potential to produce a seiche (Google Maps 2022). Impacts would be less than significant.

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

Less Than Significant Impact. The Project is located within the Ventura County Waterworks District 1 service area (VCPW 2020). Project construction would introduce new impervious services, and drainage patterns would remain the same as existing drainage patterns. The site would be required to comply with City regulations that require runoff from the site be 90 percent of existing conditions (Appendix I, Appendix J). The Project would utilize the existing water and sewer infrastructure on site, and Project operations would remain substantially similar to adjacent operations. A substantial increase in groundwater extraction is not expected to result from the Project. Moreover, the Project would apply for a NPDES permit and prepare a SWPPP to reduce polluted stormwater runoff. The Project would therefore not conflict with or obstruct the Ventura County Waterworks District's Urban Water Management Plan (VCWWD 2021), and impacts would be less than significant.

4.11 LAND USE AND PLANNING

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

4.11.1 Impact Analysis

- a) *Would the project physically divide an established community?*

No Impact. The Project would build a new warehouse on the Project site to support the existing adjacent warehouse facility. Construction activities would occur within the footprint of the proposed site. Ground disturbance would be required for construction of the proposed new parking lot and warehouse on vacant land adjacent to the existing building. Implementation of the Project would not result in a change in land use or zoning, and the Project does not include features that would preclude mobility across the Proposed Project site. Construction and operational Project activities would not physically divide an established community. No impact would occur.

- 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?*

Less than Significant Impact with Mitigation Incorporated. The Project would involve addition of a warehouse next to the existing Pentair facility, which would be considered an approved land use for the M-2 zone.

A Traffic and Circulation Study (TCS) was prepared for the Project by Stantec on April 6, 2022, in order to assess conflicts with land use policies or regulations related to traffic and circulation. The report summarizes the data collected, background and projected traffic at the study locations, analysis of traffic impacts based on trip generation and trip distribution, assessment of circulation at the site entrance, discussion of the levels of service (LOS) for consistency with the General Plan, and conclusions/recommendations from the analysis (Stantec 2022; Appendix K).

A total of 12 intersections were selected for analysis in consultation with City of Moorpark staff. Because current AM and PM commute traffic continues to be affected by both temporary workforce changes and increase in telecommuting, new traffic counts at these intersections would not be considered to be representative of traffic flow occurring under normal conditions. Stantec therefore used intersection counts collected in May 2019 and provided by the City. New average daily traffic (ADT) counts were collected on Los Angeles Avenue, and new counts were collected at the Los Angeles Ave/Montair Dr intersection in October 2021. Table 2 of Appendix K presents the Existing Condition peak-hour volumes for these locations.

While VMT is the current method used to analyze a project's traffic impacts, analysis of the LOS can determine a project's consistency to the existing land uses and with the General Plan's Circulation Element (City 1992). Level of service (a rating ranging from excellent operating conditions at LOS A to failing operating conditions at LOS H) is a concept developed to quantify the degree of comfort experienced by drivers. Per City of Moorpark Guidelines for Preparing Traffic and Circulation Studies, the minimum acceptable operating standard LOS for intersections is LOS C. If the LOS for a traffic analysis location falls below LOS C attributable to traffic generated by a proposed project, additional mitigation measures must be considered to improve LOS with a proposed project. In addition, the City's Circulation Element states that "Level of service 'C' shall be the system performance objective for traffic volumes on the circulation system. For roadways and interchanges already operating at less than level of service 'C', the system performance objective shall be to maintain or improve the current level of service" (City 1992).

It should be noted that, per City of Moorpark Guidelines for Preparing Traffic and Circulation Studies, lane capacities of 1,500 vehicles per hour (vph) for left and right turn lanes and 1,600 vph for through lanes should be assumed throughout the Intersection Capacity Utilization (ICU) analysis.

A traffic analysis was conducted for future traffic conditions, including traffic anticipated to be generated by the Proposed Project, referred to as the “Existing Plus Project”(Appendix K). One unsignalized intersection, Los Angeles Avenue and Montair Drive, would have additional delays from implementation of the Project. Currently, this intersection operates at the volume to capacity (v/c) of 31.1 seconds and LOS of D, and during AM operations service at the intersection would increase to a v/c of 35.9 seconds and a LOS of E. PM Peak-hour intersection levels of service would face an increase of more than 5 seconds and continue operating at LOS F both in existing conditions and existing with the Project, which would be considered an impact based on City thresholds. The remaining signalized intersections operate at LOS D or better in the weekday AM and PM peak hours.

Per the City of Moorpark Guidelines for Preparing Traffic and Circulation Studies, an LOS degradation of one level or greater below LOS C attributable to the Project will be considered significant enough to require mitigation measures. In addition, depending on the circumstances, less than one level of LOS degradation may be considered significant as well. Based on these criteria, levels of service degradation were identified at the intersection listed above in the Existing with the Proposed Project Condition. With the implementation of mitigation measures LU-1 and LU-2, LOS impacts at the intersection of Los Angeles Avenue and Montair Drive would be reduced to a level less than significant.

MM-LU-1 Install a signal at the intersection of Los Angeles Avenue and Montair Drive

MM-LU-2 Restrict the proposed driveway on Los Angeles Avenue between the existing facility and proposed facility to emergency vehicles only and design to accommodate emergency vehicle turning requirements

4.12 MINERAL RESOURCES

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

4.12.1 Impact Analysis

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?*

No Impact. According to the City’s General Plan, no known mineral resources of statewide significance are within the City’s limits. West and northwest of the City are mineral resource zones designated MRZ-2, which refers to areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists (City 1986), although these areas are outside the City limits and therefore do not encompass the Project site. Moreover,

two active open-pit sand and gravel mines are approximately 4 miles north of the Project site; but no mines are reported within the Project site (DOC 2022d). No impact would occur.

- 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?*

No Impact. The City's General Plan does not designate any locally important mineral resource recovery sites within the City boundaries (City 1986). Two active open-pit sand and gravel mines are approximately 4 mile north of the Project site, but no mines are reported within the Project site (DOC 2020d). No impact would occur.

4.13 NOISE

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

4.13.1 Impact Analysis

- 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?*

Less Than Significant Impact. The Noise Element of the City's General Plan implements goals and policies to maintain acceptable environmental noise levels to protect City residents from excessive noise. The Noise Element establishes noise standards for single-family and multiple-family residential land uses as 65 Community Noise Equivalent Level (CNEL) for the exterior environment, 55 CNEL for the interior environment with windows open, and 45 CNEL for the interior environment with windows closed (City 1998).

Background noise, or ambient noise, is the noise level of normal and existing noise levels of a given area. In the city, the four major sources of noise are traffic on SR 118 and the Southern Pacific Railroad tracks adjacent to the site; traffic on arterials and local collector roadways; rail traffic on the east/west rail line bisecting the city; and commercial, industrial, and recreational activities adjacent to residential locations (City 1998). The Project is located adjacent to a developed and fully operational

warehouse adjacent to SR 118 and an existing rail line. The existing immediate sources of ambient noise come from SR 118, the rail line, vehicles (personal, commercial trucks, and shipping trucks) and other outdoor noises from customers and employees. The Project would not introduce a new noise source that would result in a permanent increase in ambient noise levels because the proposed operations would be similar to the site's adjacent operations.

Section 17.53.070.F of the City Municipal Code prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work so as to violate the noise standards between weekday (Saturdays and legal holidays observed by the City included) hours from 7:00 p.m. to 7:00 a.m., or at any time on Sundays. During operations, Section 17.53.070.E of the Municipal Code prohibits the loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10:00 p.m. and 7:00 a.m. any day of the week in such a manner as to cause a noise disturbance across a residential property line or at any time to violate the provisions of Section 17.53.050.

Construction of the Project would result in a temporary increase of construction noises. Proposed construction activities would be limited to the hours from 7:00 a.m. to 7:00 p.m. Monday through Saturday to avoid violation of noise standards set by the City Municipal Code. Following Project implementation, the Project site will be operating 24 hours a day, 7 days a week; therefore, loading, unloading, opening, closing, or other handling of boxes, crates, or containers has the potential to occur between the hours of 10:00 p.m. and 7:00 a.m. The Project site is approximately 0.2 mile south of a residence on the north side of the existing rail lines of the Southern Pacific Railroad and approximately 100 feet different in elevation. With the existing operations at the adjacent facility, traffic, and rail operations, addition of the new warehouse facility would result in a less than significant noise impact.

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

Less Than Significant Impact. The Noise Element of the City General Plan implements goals and policies to maintain acceptable environmental noise levels to protect City residents from excessive noise. The Noise Element establishes noise standards for single-family and multiple-family residential land uses as 65 CNEL for the exterior environment, 55 CNEL for the interior environment with windows open, and 45 CNEL for the interior environment with windows closed (City 1998).

Section 17.53.070.F of the City Municipal Code prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work that would violate the noise standards on weekdays (Saturdays and legal holidays observed by the City included) between the hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays. During operations, Section 17.53.070.E of the Municipal Code prohibits the loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10:00 p.m. and 7:00 a.m. any day of the week in such a manner as to cause a noise disturbance across a residential property line or at any time to violate the provisions of Section 17.53.050.

Since the two-lane highway separates the Project site from sensitive receptors, noise, groundborne noise, and groundborne vibration levels generated from the highway would have a greater effect on the Buttercreek residences than the Project. These potential receptors are separated from the Project site by an existing farm. Moreover, these residences are 0.25 mile from the Southern Pacific Railroad

tracks, which would intermittently generate high noise and vibration levels in close proximity. Impacts related to noise, groundborne noise, and groundborne vibration resulting from the Project would be less than significant.

- 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 us airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The Project site is located approximately 9.7 miles southeast of Santa Paula Airport and 11 miles northeast of Camarillo Airport (Google Maps 2022). The Project site is not within the Airport Influence Area for either of these airports (ALUC 2000). No impact regarding noise levels adjacent to an airport would occur.

4.14 POPULATION AND HOUSING

14.	POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.14.1 Impact Analysis

- 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)?*

No Impact. The Project would occur within the existing vacant parcel adjacent to the warehouse building; and ground disturbance would result from proposed new parking lots, installation of catch basins, and construction of the new warehouse. Implementation of the Project would not result in the construction of new homes or businesses or result in the extension of roads or other infrastructure. Construction of the Project would result in the generation of temporary construction jobs; however, the additional jobs are expected to be filled by residents who currently live in the area. In addition, new jobs generated by the operation of the Pentair facility are also expected to be filled by nearby residents; therefore, the jobs would not result in the relocation of any population. The Project would not directly or indirectly induce substantial population growth through the creation of new homes or businesses, and no impact would occur.

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

No Impact. As discussed above in 4.14.1 Impact a), the Project would occur mainly within the existing vacant parcel with new ground disturbance associated with the proposed new parking lots, installation of catch basins, and construction of warehouse facility. The Project site does not contain any housing units; therefore, no existing housing units or people would be removed or displaced. The Project would not require the construction of replacement housing elsewhere. No impact would occur.

4.15 PUBLIC SERVICES

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, 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:				
	i) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	ii) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.15.1 Impact Analysis

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 fire protection?*

No Impact. The Project consists of creation of a new warehouse to support the existing Pentair facility. The Project would provide approximately 85 new job opportunities, but these positions are expected to be filled by the local community and would not induce permanent population growth. Additionally, Ventura County Fire Station 40 is approximately 1.3 miles southeast of the Project site (Google Maps 2022). Considering Project operations would be substantially similar to adjacent uses, the Project is not expected to increase the demand for fire protection or require new facilities. No impacts would occur.

- b) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 police protection?*

No Impact. As previously mentioned, The Project consists of creation of a new warehouse to support the existing Pentair facility. The Project would provide approximately 85 new job opportunities. All new jobs are expected to be filled by the local community and would not induce permanent population growth. Further, the Ventura County Sheriff's Department is approximately 2.2 miles east of the Project site (Google Maps 2022). Considering Project operations would be substantially similar to adjacent uses, the Project is not expected to increase the demand for police protection or require new facilities. No impacts would occur.

- c) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 schools?*

No Impact. The Project consists of a new warehouse and parking facilities and would provide job opportunities to be filled by the local community. The Project site is approximately 1 mile northwest of the Moorpark High School, 1.4 mile northwest of Mountain Meadows School, 1.5 mile southwest of the Walnut Canyon School, and 1.8 miles west of the Flory Academy of Sciences and Technology and the ACCESS School (Google Maps 2022). The Project would not induce growth requiring the extension of existing educational services or creation of new services. The Project would not increase the demand for schools in the City. No impacts would occur.

- d) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 parks?*

No Impact. The Project consists of creation of a new warehouse to support the existing Pentair facility and construction of a new parking lot and would provide job opportunities to be filled by the local community. The Project would not induce growth requiring the extension of existing or creation of new park services. The Project would not increase the demand for parks. No impacts would occur.

- e) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?*

No Impact. The Project consists of creation of a new warehouse to support the existing Pentair facility and construction of new parking lot and would provide job opportunities to be filled by the local community. The Project would not induce growth requiring the extension of existing or creation of other public facilities. The Project would not increase the demand for other public facilities. No impacts would occur.

4.16 RECREATION

16.	RECREATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.16.1 Impact Analysis

- 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?*

No Impact. One park is within a 1-mile radius of the Project site: Glenwood Park is located .76 mile east of the Project site (Google Maps 2022). The Project involves creation of a new warehouse and construction of new parking lot; and, therefore, use of the site would be substantially similar to adjacent uses of the existing Pentair facility. As previously mentioned, additional jobs generated by the Project are expected to be filled by residents who currently live in the area; and jobs would not result in the relocation of any population. Thus, the Project would not increase the use of the existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would be accelerated. No impact would occur.

- 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?*

No Impact. The Project is a warehouse project and does not involve construction or expansion of recreational facilities; no impact would occur.

4.17 TRANSPORTATION

17.	TRANSPORTATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

17.	TRANSPORTATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Substantially increase hazards due to a geometric design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.17.1 Environmental Setting

A VMT Analysis was prepared for the Project by Stantec on March 31, 2022. The report describes existing conditions, Project trip generation rates, and impact of the Project on existing conditions. The VMT Analysis is provided as Appendix L.

4.17.2 Impact Analysis

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

Less Than Significant Impact with Mitigation. Since the City does not yet have its own VMT threshold, the City is relying on the guidance provided in the Technical Advisory published by the Governor’s Office of Planning and Research (OPR) in December 2018 (the “OPR Guidance”) for purposes of evaluating the potential VMT impacts of development projects. Additionally the City references the County of Ventura VMT guidelines that provide analysis thresholds but do not provide screening criteria. The total estimated VMT per employee per day associated with the Project is 23.66, while the existing VMT per employee per day is expected to be the same due the similar nature of work that would be completed on site. The citywide work-based VMT is 23.13. In the OPR and County Guidance, the target for office development is a 15-percent reduction of VMT from the existing conditions. To meet the goal of 15-percent reduction, the VMT would need to be reduced to 19.66 per employee; however, this would still result in a significant impact.

The California Air Pollution Control Officers Association (CAPCOA) report on Quantifying Greenhouse Gas Mitigation Measures provides substantial evidence that various measures including a commuter trip reduction program can reduce VMT. Mitigation measure MM-TRA-1 would be implemented to reduce VMT-related impacts to a level less than significant.

MM TRA-1: The Project will provide an employer-sponsored vanpool (CAPCOA T-11). At a minimum 12 percent of employees will need to participate in the vanpool program. The Project will implement the program, and costs for the employer could include the vehicles, labor costs of the driver, and other incentives for employee participation.

The Project could select to implement this measure or other equivalent commuter trips reduction measure(s) that would achieve a similar VMT reduction, potential including but not limited to:

- rideshare incentive programs,

- ride matching services,
- discounted transit expense program,
- end of trip facilities, or
- telecommuting/alternative work schedules.

A VMT reduction of 16.9 percent is needed to reduce the Project VMT rate to a less than significant level. The calculation of the VMT reduction due to the vanpool as provided in Appendix L, shows that the vanpool mitigation would reduce VMT 16.9 percent.

In addition, during construction of the Project, activities would be restricted to the Project site and would not interfere with roadway traffic. The Project would also be subject to standard conditions of approval, which require the use of flagmen, temporary signage, and traffic calming measures, if necessary, during temporary construction activities. All construction equipment would be stored on site and would also not block the roadway. Therefore, the Project would not conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities and would not otherwise substantially reduce the performance or safety features of such facilities.

With implementation of MM TRA-1, the Project would not conflict with any program, plan, ordinance, or policy addressing the circulation system; thus, impacts would be less than significant.

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

Less Than Significant Impact with Mitigation. Section 15064.3(b) of the CEQA Guidelines describes criteria for analyzing transportation impacts. Depending on the type of project, different thresholds of significance are applicable. Section 15064.3(b)(1) applies to land use projects, including the Project:

“Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.”

As previously mentioned above, the Project would generate 23.66 VMT per employee per day. However, with implementation of MM TRA-1, including various travel demand management strategies, impacts regarding VMT will be reduced to a less than significant level (Appendix L). The Project is also located approximately 0.6 mile from the Tierra Rejada and Courtney Lane Moorpark City Transit bus stop on both Routes 1 and 2 (Google 2022). Further, the Project is approximately 2.8 miles from an on-ramp for SR 118. Due to the nature of Project operations, as well as the implementation of MM TRA-1, impacts resulting from Project VMT would be less than significant.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Less Than Significant Impact. The Project consists of a new warehouse facility with parking, landscaping, and other associated improvements. The Project does not include any hazardous design features such as sharp curves or dangerous intersections and is compatible with surrounding uses, which are mainly industrial. Impacts would be less than significant.

d) *Would the project result in inadequate emergency access?*

Less Than Significant Impact. The Project consists of a new warehouse facility with parking, landscaping, and other associated improvements. The Project's circulation system will be reviewed by the City's emergency response personnel and the City's Public Works Department to ensure that ingress and egress widths are sufficient and that the proposed circulation system would not interfere with an emergency response access route. Impacts would be less than significant.

4.18 TRIBAL CULTURAL RESOURCES

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

4.18.1 Impact Analysis

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

Less Than Significant Impact. The Proposed Project involves the construction of a new warehouse facility with offices on the western edge of the city. The Project site has not been developed, and the area surrounding the site is largely undeveloped with the exception of the Pentair facility immediately

west of the Project site. Incorporation of Conditions of Approval 3 and 4 impacts would be less than significant.

CA-3

Due to the potential that archaeological resources may be present on the Project site, the City of Moorpark shall require a note on any plans that require ground-disturbing excavation that there is a potential for exposing buried cultural resources, including prehistoric Native American artifacts. Construction personnel associated with earth-moving equipment, drilling, grading, and excavating, shall be provided with basic training conducted by a qualified archaeologist, to be retained and compensated by the development team, with the approval of the City of Moorpark. Issues that shall be included in the basic training will be geared toward training the applicable construction crews in the identification of archaeological deposits, further described below. Training will include written notification of the restrictions regarding disturbance and/or removal of any portion of archaeological deposits and the procedures to follow should a resource be identified. The construction contractor, or its designee, shall be responsible for implementation of this measure. A Native American monitor shall be provided an opportunity to attend the pre-construction briefing, upon request. **A Native American monitor from a consulting Tribe under AB 52 monitor (Fernandeño Tataviam Band of Mission Indians)** and a qualified archaeologist, to be compensated by the development team, shall be available on an “on-call” basis during ground-disturbing construction in native soil to review, identify, and evaluate cultural resources that may be inadvertently exposed during construction.

If archaeological remains or tribal cultural resources are uncovered, all construction activities within a **100-foot radius** shall be halted immediately until a qualified archaeologist, in consultation with the Native American monitor, shall evaluate whether the resource requires further study. The City shall require that the applicant include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If any previously undiscovered resources are found during construction, the City of Moorpark Community Development Department shall be contacted; and the resource shall be evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Prehistoric archaeological site indicators include but are not limited to: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items, with the possible addition of bone and shell remains, and fire-affected stones. Historic-period site indicators generally include but are not limited to: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps). If the City and the qualified archaeologist determine the resource to be significant under CEQA, they shall determine whether preservation in place is feasible. Such preservation in place is the preferred mitigation. Contingency funding and a time allotment sufficient for recovering an archaeological sample or to employ an avoidance measure may be required. If such preservation is infeasible, the qualified archaeologist shall prepare and implement a formal Archaeological

Monitoring Plan (AMP) which will include a research design and archaeological data recovery plan for the resource. Development and implementation of the AMP will be determined by the City of Moorpark, and treatment of any significant cultural resources shall be undertaken with the approval of the Project Applicant and the City. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive written report and file it with the appropriate information center (California Historical Resources Information System [CHRIS]), and provide for the permanent curation of the recovered materials. The City of Moorpark and/or development team shall, in good faith, consult with the **Fernandeño Tataviam Band of Mission Indians** and consulting Tribes on the disposition and treatment of any recovered materials. A Monitoring Closure Report shall be filed with the City of Moorpark at the conclusion of ground-disturbing construction if archaeological resources were encountered and/or recovered. After the find has been appropriately mitigated (as defined by State CEQA Guidelines Section 15126.4(b)), work in the area may resume.

CA-4 If human remains or funerary objects are unearthed during any activities associated with the Project, *State Health and Safety Code* Section 7050.5 requires that no further disturbance shall occur within a 100-foot buffer of the find until the County Coroner has made the necessary findings as to origin and disposition pursuant to *Public Resources Code* Section 5097.98. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC), the **Fernandeño Tataviam Band of Mission Indians**, and consulting Tribes. The NAHC will then contact the deceased Native American's most likely descendant, who will then serve as consultant on how to proceed with the remains (i.e., avoid, reburial).

- b) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is 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?*

Less Than Significant Impact. As noted above, the Project site has not been developed and is located on the western edge of the City. As part of AB 52 consultation efforts, the City of Moorpark contacted tribes that had previously requested consultation and also requested a sacred lands file search from the Native American Heritage Commission (NAHC). As noted above, the NAHC responded that no records of tribal cultural resources were within the Project site. The City did receive one request for consultation from the Fernandeño Tataviam Band of Mission Indians, who asked for the results of the records search performed for the Project site. The Fernandeño Tataviam Band of Mission Indians continued to consult with the City through email and virtual meetings, with consultation concluding on April 25, 2022.

Based on the AB 52 consultation efforts, and in order to reduce potential impacts to tribal cultural resources (TCRs) to less than significant, additional Conditions of Approval would be implemented for the Proposed Project:

CA-4 Inadvertent Discovery of Human Remains. The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has determined the origin and disposition of the remains pursuant to California Public Resources Code Section 5097.98. The Coroner must be notified of the find immediately, together with the City and the property owner. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate reinternment site.

4.19 UTILITIES AND SERVICE SYSTEMS

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

4.19.1 Impact Analysis

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

Less Than Significant Impact. The Project consists of creation of a new warehouse and construction of a new parking lot. Utilities required for the Project already exist in the area and would be extended to the new facility. A new stormwater drainage and infiltration system will be constructed on site, but this system would be installed within previously disturbed soils on the Project site. In addition, BMPs will be implemented during construction in accordance with the Project's SWPPP; and the design of the stormwater infiltration system would be in accordance with Ventura County Stormwater Quality Management Program guidelines. Impacts would be less than significant.

- 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?*

Less Than Significant Impact. The Ventura County Water and Sanitation Department (VCWSD) operates and maintains water and wastewater infrastructure for the City, which is located in Ventura County Waterworks District (VCWWD) No. 1. VCWWD's water supply comes from both imported and local sources. In 2019, approximately 80 percent of VCWWD's total water supply came from the State Water Project. The State water originates in Northern California, where it is captured in reservoirs north of Sacramento and released into the Delta of the Sacramento and San Joaquin Rivers. It is transported via the 444-mile California Aqueduct to State Water Project contractors such as the Metropolitan Water District of Southern California (MWD). MWD then delivers the water to its 26-member public agencies, including Calleguas Municipal Water District (CMWD), Ventura County's regional wholesale purveyor and the VCWWD's direct supplier. CMWD water is conveyed through the Perliter Tunnel into Simi Valley, where it is distributed through the CMWD transmission system, stored in Lake Bard, or injected into the Fox Canyon aquifer (VCWWD 2021).

As discussed in Section 4.10, the Project site is located within the boundaries of the GSP for the Las Posas Valley Basin, which projects future water demands based on historic water availability and demand, as well as buildout of the General Plan (FCGMA 2007). The Project, once the CUP is approved, will be consistent with the zoning and land use of the Project site. Therefore, projected groundwater demands in the GSP generally take into account water demand from the Project. Additionally, Project operations on site would be substantially similar to adjacent operations, and water infrastructure on site would not change. Impacts would be less than significant.

- 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?*

Less Than Significant Impact. The VCWSD operates and maintains water and wastewater infrastructure for the City, which is located in VCWWD No. 1. The Moorpark Water Reclamation Facility (MWRF), located along SR 118 just west of the city of Moorpark, serves the Project site. The MWRF currently receives an average of 2.0 million gallons per day and is designed to treat up to 5 million gallons per day (mgd) (VCWWD 2021). Therefore, the MWRF has an available surplus capacity of approximately 3 million gallons per day, which is sufficient to support the Project. Furthermore,

Project operations on site would be substantially similar to adjacent operations, and wastewater infrastructure on site would not change. Impacts would be less than significant.

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

Less Than Significant Impact. The Project proposes to construct a 90,566-square-foot warehouse on currently undeveloped land; therefore, no demolition is required. In accordance with Moorpark Municipal Code Section 8.36, the Project would prepare a construction and demolition materials management plan that details how the Project will divert or recycle at least 65 percent of construction materials. Construction waste generated by the Project would be taken to a facility approved by the City for the diversion of construction and demolition materials within the County.

Solid waste resulting from the Project would be taken to the Simi Valley Landfill & Recycling Center (SVLRC) by a licensed contractor. According to the California Department of Resources Recycling and Recovery, SVLRC has a permitted daily throughput of 9,244 tons per day and a remaining capacity of 82,954,873 cubic yards (CalRecycle 2022). This is sufficient capacity for solid waste generated by the Project. Thus, impacts would be less than significant.

- e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less Than Significant Impact. The Project consists of creation of a new warehouse and associated utilities; therefore, no major demolition is anticipated for the Project. Project operations would receive raw materials, resulting in minimal waste. In accordance with Moorpark Municipal Code Section 8.36, the Project would prepare a construction and demolition materials management plan that details how the Project will divert or recycle at least 65 percent of construction and demolition material. Construction and demolition waste generated by the Project would be taken to a facility approved by the City for the diversion of construction and demolition materials within the County. Compliance with this section of the Municipal Code would align the Project with goals set forth in AB 939 and AB 341, which state the City must divert at least 50 percent of its annual waste and set a 75-percent recycling goal for California by 2020. Solid waste resulting from the Project would be taken to the SVLRC. According to the County's 2040 General Plan Environmental Impact Report, as of 2019 SVLRC has a permitted daily throughput of 9,250 tons per day and a remaining capacity of 88,300,000 cubic yards (County 2019). This is sufficient capacity for solid waste generated by the Project. Impacts would be less than significant.

4.20 WILDFIRE

20.	WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

20.	WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.20.1 Impact Analysis

a) *Would the project impair an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. The Project is located within the LRA Very High Fire Severity Zone (VHFSZ) (CALFIRE 2022). As mentioned in Section 4.9 above, the City has developed an Emergency Services Program that includes City staff's receiving training in emergency preparedness, management, and mitigation; the City's maintaining the EOC; the City's organizing and training a Disaster Assistant Response Team composed of volunteers; and the City's promoting emergency planning, training, public awareness, and education (City 2001). Additionally, the County's MHMP includes an overview of the risk assessment process and identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives, and actions for each jurisdiction in the County, including participating cities (such as Moorpark) and the County's unincorporated areas (County 2015). The Project would not interfere with the City's Emergency Services Program or the MHMP because it would not prohibit subsequent programs or plans from being established or prevent the goals and objectives of existing plans from being carried out. Thus, impacts would be less than significant.

b) *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?*

Less Than Significant Impact. Although the Project site is within the LRA VHFSZ, the Project is in an area with minimal elevation change and no steep slopes. Santa Ana Wind Events tend to occur in the months of August, September, and October; but typically winds in the area are relatively low (NOAA 1998). The Project borders vegetated open space on the south and north sides, but the adjacent warehouse building is set back from the parcel boundary and will be separated from the vegetation by parking lots, loading areas, and an approximately 30-foot-wide asphalt fire lane. These areas provide a minimum 100-foot buffer around the warehouse structure in compliance with the Ventura County Fire Department's Fire Hazard Reduction Program. Additionally, all construction would comply with the City's Building Code Section 15.08.060 Fire Hazard Zone Requirements and the County's Fire Protection Ordinance (City 2020c; County 2020b). Moreover, use of the Project site would be

substantially similar to the adjacent warehouse; therefore, Project operations would not exacerbate the risk of fire. Impacts would be less than significant.

- c) *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?*

No Impact. The Project involves creation of a new warehouse building and construction of new parking lot. Although the Project is located within the LRA VHFSZ, use of the Project site would be substantially similar to the adjacent warehouse; and current infrastructure provides sufficient access to roads and utilities to satisfy the requirements for implementation of the Project. No impact would occur.

- d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes?*

Less Than Significant Impact. The Project is located within the LRA VHFSZ. The Project site is flat and does not contain any slopes that pose a risk of landslide or slope instability. The Project site is within an area of minimal elevation change; therefore, the risk of downslope or downstream flooding at the Project site is low. Impacts would be less than significant.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

4.21.1 Impact Analysis

- 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?*

Less Than Significant with Mitigation Incorporated. The Project site is located on the western edge of the City of Moorpark in a more rural portion of the City and has been previously used for agricultural uses, but no development has occurred on site. As described in Section 4.4, Biological Resources, implementation of mitigation measure MM-BIO-1 would address potential impacts to nesting birds. As noted in Section 4.5, Cultural Resources, MM CUL-1 and MM CUL-2 would ensure that impacts to cultural resources encountered during construction are reduced to a level less than significant.

- 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?)*

Less Than Significant Impact. The potential for cumulative impacts occurs when independent impacts of the Project are combined with the impact of related projects in proximity to the Project such that impacts occur that are greater than the impacts of the Project alone. As discussed throughout Sections 4.1 through 4.20, it has been determined that the Project would have no impact or impacts would be less than significant with or without mitigation measures with respect to environmental issues. Where the Project would have no impacts or a less than significant impact, it would not contribute to cumulative impacts.

Since the Proposed Project includes expansion of the existing Pentair facility, it has the potential to result in an increase in population due to the availability of new employment. However, the Project would likely pull from the existing employment pool in the City and would not induce unplanned population growth.

As noted in Section 4.8, the Proposed Project would generate 405.73 MtCO₂e per year, which is within the 3,000 MtCO₂e per year threshold. In addition, since the proposed structures will be required to meet the 2019 Title 24 Part 6 building standards and institute the water conservation measures that are detailed in the CALGreen Code, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the Proposed Project.

According to the Project's TCS, the "Future Cumulative with Project" conditions were forecast based on the addition of traffic generated by the Project plus the addition of ambient traffic and completion and occupancy of related projects in the City. Application of the City's operations criteria to the "Future Cumulative with Project" scenario indicates that Project-related traffic is expected to exceed the traffic operations criteria at one of the twelve study intersections. Impacts would be reduced to a level less than significant by installing a new signalized intersection at Los Angeles Avenue and Montair Drive.

Cumulative impacts associated with the Proposed Project and identified related projects would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. Effects to human beings are generally associated with air quality, noise, traffic safety, geology/soils, and hazards/hazardous materials. As discussed in the previous environmental topic areas, the Project would not result in significant impacts to human beings because the Proposed Project would not cause significant impacts to air quality, noise, hazards, and traffic that would impact humans in the area. Implementation of mitigation measure MM TRA-1 would reduce impacts to traffic to less than significant. The new traffic signal would maintain acceptable levels of service. The impacts to human beings as a result of the Project would be less than significant with the mitigation incorporated for traffic impacts.

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