



Main Street Moves

Draft Environmental Impact Report

prepared by

City of Ventura
Planning Division
501 Poli Street
Ventura, California 93001
Contact: Jared Rosengren

prepared with the assistance of

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 90003

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Table of Contents

Acronyms and Abbreviations.....	iii
Executive Summary	ES-1
Project Synopsis.....	ES-1
Project Objectives.....	ES-3
Alternatives.....	ES-3
Areas of Known Controversy	ES-5
Issues to be Resolved.....	ES-5
Issues Not Studied in Detail in the EIR.....	ES-5
Summary of Impacts and Mitigation Measures	ES-5
1 Introduction.....	1-1
1.1 Purpose and Legal Authority.....	1-1
1.2 EIR Content and Format.....	1-1
1.3 Project Background.....	1-3
1.4 Environmental Baseline	1-4
1.5 Public Review and Participation Process	1-4
1.6 Lead, Responsible, and Trustee Agencies	1-8
1.7 Environmental Review Process.....	1-8
2 Project Description	2-1
2.1 Project Proponent.....	2-1
2.2 Lead Agency Contact Person.....	2-1
2.3 Project Location	2-1
2.4 Existing Site Characteristics	2-4
2.4.1 Current Land Use Designation and Zoning	2-4
2.4.2 Surrounding Land Uses	2-4
2.4.3 Coastal Zone	2-4
2.5 Project Characteristics	2-4
2.6 Project Objectives	2-7
2.7 Required Approvals.....	2-7
3 Environmental Setting	3-1
3.1 Regional Setting	3-1
3.2 Project Site Setting.....	3-1
3.3 Environmental Baseline	3-2
3.4 Cumulative Development	3-2
4 Environmental Impact Analysis	4-1
4.1 Aesthetics.....	4.1-1
4.1.1 Setting.....	4.1-1

4.1.2	Regulatory Setting	4.1-2
4.1.3	Impact Analysis	4.1-4
4.1.4	Cumulative Impacts	4.1-8
4.2	Air Quality	4.2-1
4.2.1	Setting.....	4.2-1
4.2.2	Regulatory Setting	4.2-5
4.2.3	Impact Analysis	4.2-9
4.2.4	Cumulative Air Quality Impacts	4.2-19
4.3	Cultural Resources	4.3-1
4.3.1	Setting.....	4.3-1
4.3.2	Regulatory Setting	4.3-7
4.3.3	Impact Analysis	4.3-14
4.3.4	Cumulative Impacts	4.3-28
4.4	Energy	4.4-1
4.4.1	Setting.....	4.4-1
4.4.2	Regulatory Setting	4.4-4
4.4.3	Impact Analysis	4.4-7
4.4.4	Cumulative Impacts	4.4-11
4.5	Geology and Soils	4.5-1
4.5.1	Setting.....	4.5-1
4.5.2	Regulatory Setting	4.5-2
4.5.3	Impact Analysis	4.5-3
4.5.4	Cumulative Impacts	4.5-4
4.6	Greenhouse Gas Emissions	4.6-1
4.6.1	Setting.....	4.6-1
4.6.2	Regulatory Setting	4.6-6
4.6.3	Impact Analysis	4.6-10
4.6.4	Cumulative Impacts	4.6-15
4.7	Hazards and Hazardous Materials	4.7-1
4.7.1	Setting.....	4.7-1
4.7.2	Regulatory Setting	4.7-4
4.7.3	Impact Analysis	4.7-7
4.7.4	Cumulative Impacts	4.7-12
4.8	Land Use and Planning.....	4.8-1
4.8.1	Setting.....	4.8-1
4.8.2	Regulatory Setting	4.8-2
4.8.3	Impact Analysis	4.8-3
4.8.4	Cumulative Impacts	4.8-7

4.9	Noise	4.9-1
4.9.1	Setting.....	4.9-1
4.9.2	Regulatory Setting	4.9-3
4.9.3	Impact Analysis	4.9-5
4.9.4	Cumulative Impacts	4.9-14
4.10	Public Services.....	4.10-1
4.10.1	Setting.....	4.10-1
4.10.2	Regulatory Setting	4.10-4
4.10.3	Impact Analysis	4.10-6
4.10.4	Cumulative Impacts	4.10-10
4.11	Transportation	4.11-1
4.11.1	Setting.....	4.11-1
4.11.2	Regulatory Setting	4.11-3
4.11.3	Impact Analysis	4.11-6
4.11.4	Cumulative Impacts	4.11-12
4.12	Tribal Cultural Resources	4.12-1
4.12.1	Setting.....	4.12-1
4.12.2	Regulatory Setting	4.12-2
4.12.3	Impact Analysis	4.12-2
4.12.4	Cumulative Impacts	4.12-5
4.13	Utilities and Service Systems	4.13-1
4.13.1	Setting.....	4.13-1
4.13.2	Regulatory Setting	4.13-2
4.13.3	Impact Analysis	4.13-4
4.13.4	Cumulative Impacts	4.13-8
4.14	Effects Found Not to be Significant.....	4.14-1
4.14.1	Agriculture and Forestry Resources	4.14-1
4.14.2	Biological Resources	4.14-2
4.14.3	Geology and Soils.....	4.14-3
4.14.4	Hydrology and Water Quality	4.14-4
4.14.5	Mineral Resources	4.14-6
4.14.6	Population and Housing.....	4.14-7
4.14.7	Recreation.....	4.14-7
4.14.8	Wildfire	4.14-8
4.14.9	Urban Blight	4.14-9
5	Other CEQA Required Discussions.....	5-1
5.1	Growth Inducement.....	5-1
5.1.1	Population Growth	5-1
5.1.2	Economic Growth	5-1

5.1.3	Removal of Obstacles to Growth	5-2
5.2	Significant Unavoidable Effects.....	5-2
5.3	Irreversible Environmental Effects.....	5-2
5.4	Mandatory Findings	5-3
6	Alternatives.....	6-1
6.1	Development of Alternatives	6-1
6.1.1	Project Objectives.....	6-1
6.1.2	Potentially Significant Impacts of the Project.....	6-2
6.1.3	Alternatives Suggested During the Scoping Process	6-2
6.1.4	Alternatives Considered but Rejected	6-3
6.1.5	Project Alternatives	6-4
6.2	Alternative 1: No Project Alternative.....	6-6
6.2.1	Description.....	6-6
6.2.2	Impact Analysis	6-6
6.3	Alternative 2: Flex Model.....	6-11
6.3.1	Description.....	6-11
6.3.2	Impact Analysis	6-11
6.4	Alternative 3: Reduced Closure Area	6-17
6.4.1	Description.....	6-17
6.4.2	Impact Analysis	6-18
6.5	Alternative 4: One-Way Street Closure.....	6-23
6.5.1	Description.....	6-23
6.5.2	Impact Analysis	6-23
6.6	Environmentally Superior Alternative	6-29
7	References and Preparers.....	7-1
7.1	Bibliography	7-1
7.2	List of Preparers	7-14

Tables

Table ES-1	Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts...ES-6
Table 1-1	Notice of Preparation Comments and Environmental Impact Report Response..... 1-5
Table 3-1	Cumulative Projects List..... 3-3
Table 4.2-1	Federal and State Ambient Air Quality Standards..... 4.2-6
Table 4.2-2	Annual Ambient Air Quality Data from Nearest Monitoring Stations
Table 4.2-3	Project Construction Emissions
Table 4.3-1	Potential Mission Historic District Contributors
Table 4.3-2	Main Street Commercial Historic District Contributors.....
Table 4.3-3	Previously Identified Individual Built Environment Resources Adjacent to the Project Site
Table 4.4-1	2022 Annual Electricity Consumption

Table 4.4-2	2022 Annual Gasoline and Diesel Consumption.....	4.4-3
Table 4.4-3	Project Construction Energy Use	4.4-8
Table 4.4-4	Project Consistency with the City of Ventura General Plan	4.4-9
Table 4.6-1	Project Consistency with Connect SoCal 2024	4.6-13
Table 4.6-2	Project Consistency with the City of Ventura General Plan	4.6-14
Table 4.6-3	Estimated GHG Emissions.....	4.6-15
Table 4.8-1	Project Consistency with Applicable Land Use Policies	4.8-5
Table 4.9-1	Land Use Compatibility for Noise Environments.....	4.9-4
Table 4.9-2	City of Ventura Operational Standards.....	4.9-5
Table 4.9-3	Project Site Sound Level Monitoring Results – Daytime	4.9-6
Table 4.9-4	Project Site Sound Level Monitoring Results - Evening	4.9-7
Table 4.9-5	Criteria for Vibration Damage Potential	4.9-9
Table 4.9-6	Estimated Noise Levels by Construction Phase at Sensitive Receptors	4.9-11
Table 4.9-7	Traffic Noise Level Increases for Roadways in Project Area	4.9-12
Table 4.10-1	City of Ventura Park Acreage Goals.....	4.10-3
Table 6-1	Comparison of Project Alternatives’ Characteristics	6-5
Table 6-2	Impact Comparison of Alternatives	6-31

Figures

Figure 1-1	Environmental Review Process.....	1-10
Figure 2-1	Regional Location.....	2-2
Figure 2-2	Project Site Location	2-3
Figure 2-3	Project Characteristics	2-6
Figure 4.3-1	Identified Historic Districts within the Project Site	4.3-20
Figure 4.9-1	Approximate Noise Measurement Locations	4.9-8
Figure 4.10-1	Fire and Police Station Locations	4.10-2

Appendices

Appendix A	NOP and Scoping Letters
Appendix B	Air Quality and Greenhouse Gas Study
Appendix C	Transportation CEQA Review
Appendix D	Noise and Vibration Study
Appendix E	Ventura Police Department Crime Data
Appendix F	AB52 Consultation Documentation
Appendix G	Sales Tax and Vacancy Data

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Acronyms and Abbreviations

AB	Assembly Bill
ACM	asbestos-containing materials
ADRP	Archaeological Data Recovery Program
ADU	Accessory Dwelling Unit
AF	acre-feet
AFY	acre-feet per year
AQMP	Air Quality Management Plan
ATP	Archaeological Testing Plan
Basin	South Central Coast Air Basin
BCE	before common era
BP	before present
Btu	British Thermal Unit
CalEEMod	California Emissions Estimator Model
CalOSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CARP	Climate Action and Resilience Plan
CCC	California Coastal Commission
CCR	California Code of Regulations
CDP	Coastal Development Permit
CE	common era
CEC	California Energy Commission
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CH ₄	methane
CO ₂	carbon dioxide

CO ₂ e	carbon dioxide equivalent
CO	carbon monoxide
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CRMP	Cultural Resources Monitoring Plan
CWRR	Comprehensive Water Resource Report
dB	decibel
dBA	A-weighted sound pressure level
DNL	Day-Night Average Level
DOF	Department of Finance
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DTSP	Downtown Specific Plan
EAP	Energy Action Plan
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GCTD	Gold Coast Transit District
GHG	greenhouse gas
GWh	gigawatt hour
GWP	global warming potential
HRG	Historic Resources Group
Hz	Hertz
in/sec	inches per second
IPCC	Intergovernmental Panel on Climate Change
L _{eq}	single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time
L _{max}	highest root mean squared sound pressure level within the sampling period
L _{min}	lowest root mean squared sound pressure level within the sampling period
LBP	lead-based paint
LCP	Local Coastal Program

LOS	Level of Service
LUST	leaking underground storage tank
mgd	million gallons per day
MLD	Most Likely Descendant
MT	metric ton
NAHC	Native American Heritage Commission
N ₂ O	nitrous oxides
NO ₂	nitrogen dioxide
NO _x	nitrogen oxides
NOP	Notice of Preparation
NOC	Notice of Completion
NOD	Notice of Determination
NRHP	National Register of Historic Places
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PM _{2.5}	particulate matter with diameters 2.5 micrometers and smaller
PM ₁₀	particulate matter with diameters 10 micrometers and smaller
PRC	Public Resources Code
PPV	peak particle velocity
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
ROC	reactive organic compounds
ROG	reactive organic gases
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SB	Senate Bill
SBMC	San Buenaventura Municipal Code
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center

City of Ventura
Main Street Moves

SCE	Southern California Edison
SDWA	Safe Drinking Water Act
sf	square foot/square feet
SIP	State Implementation Plan
SoCalGas	Southern California Gas Company
SLF	Sacred Lands File
SMP	Soil Management Plan
SR	State Route
SVP	Society of Vertebrate Paleontology
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	Tribal Cultural Resources
USDOT	United States Department of Transportation
USEIA	United States Energy Information Administration
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
VCAPCD	Ventura County Air Pollution Control District
VCFD	Ventura City Fire Department
VCTC	Ventura County Transportation Commission
VMT	vehicle miles traveled
VOC	volatile organic compounds
VPD	Ventura Police Department
VUSD	Ventura Unified School District
VWRF	Ventura Water Reclamation Facility
WEAP	Workers Environmental Awareness Program

Executive Summary

This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the proposed Main Street Moves Project. This Executive Summary summarizes the characteristics of the proposed project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

Project Synopsis

Project Proponent

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Project Description

This EIR has been prepared to examine the potential environmental effects of the proposed Main Street. The following is a summary of the full project history, which can be found in Chapter 1, *Introduction*, and a summary of the full project description, which can be found in Chapter 2, *Project Description*.

Project Overview

The project site is located within a five-block portion of East Main Street and California Street in the city of San Buenaventura (Ventura), Ventura County, California. The project site, which is located within the existing City right-of-way (ROW), is relatively flat from a topographic perspective and encompasses approximately 5.4 acres. The project site is regionally accessible from U.S. Highway 101 (Ventura Freeway) and State Route (SR) 33 (Ojai Freeway), and locally accessible from North Ventura Avenue, Poli Street, and East Thompson Boulevard.

The project is located in the Coastal Zone, as established by the California Coastal Commission, and within the *Downtown Specific Plan* (DTSP) area (City of Ventura 2007). The properties adjacent to the project site are currently zoned T5.1 (Neighborhood Center), T6.1 (Urban Core), and POS (Parks and Open Space), as defined by the City's Zoning Ordinance No. 2007-009 (City of Ventura 2020). The area immediately surrounding the project site is fully developed with a variety of commercial retail businesses, restaurants, and public uses, including a public library. The project would require an encroachment permit for pavement demolition, bollard foundation construction, and bollard installation within the city ROW; a building permit for the construction of the bollard foundations

and associated pavement work; and coastal development permit for development in the Coastal Zone.

Project Background

The project site was closed to vehicular traffic on May 18, 2020, under an emergency temporary 30-day ordinance. After conclusion of the temporary ordinance, the closure was extended through a Temporary Outdoor Business Expansion Program until September 14, 2020, or by the conclusion of the COVID-19 Emergency Health Order, whichever concluded first. Extension of the Temporary Outdoor Business Expansion Program, and thus closure of Main Street and California Street, was approved three additional times, until June 30, 2024. A final extension of the closure was approved under Vehicle Code Section 21101 (a)(1) through January 31, 2025.

The Temporary Outdoor Business Expansion Program allowed businesses fronting Main Street and California Street to use on-street parking spaces to install fortified parklets for outdoor dining, retail sales, and recreation. On April 23, 2024, the Ventura City Council approved a Categorical Exemption, pursuant to *CEQA Guidelines* Sections 15303, 15304, and 15311 for the Main Street Moves License Agreement and Fee Structure Program, which allows for ministerial approval of parklets on Main Street and California Street if the structures comply with the *Citywide Parklet Design Guidelines and Standards* (City of Ventura 2024). Thus, construction and use of parklets is not part of the proposed project, nor considered in the analysis of environmental impacts associated with the Main Street Moves Project contained herein.

Project Characteristics

The proposed project would result in the full-time, long-term closure of Main Street, from Fir Street to Figueroa Plaza; South California Street, from Main Street to the north side of the alleys located south of Main Street; and North California Street, from Main Street to the North California Street parking lot. The project would also result in the reopening of South California Street, south of the alleys, to vehicles traveling in both the northbound and southbound direction. Available parking spaces on South California Street south of the closure would revert to public parking managed by the Downtown Parking District. The project would retain the existing sidewalk, curb, and gutter configuration.

The project would result in the replacement of existing temporary traffic barriers, installed under the temporary closure, with up to 69 semi-permanent bollards, up to 20 crash-rated planters, and up to 43 bollard storage sleeves to limit general traffic flow while accommodating emergency vehicle access. Installation of the semi-permanent bollards and bollard sleeves would result in ground disturbance at a depth of up to 5.5 feet and a width of up to 3 feet, requiring a total of up to 205 cubic yards of excavation. The existing traffic signal at the intersection of South California Street and Santa Clara Street would return to full operation. Existing traffic signal equipment at the intersection of South California Street and Main Street and at the intersection of Figueroa Plaza and Main Street would be removed. All other traffic signals along Main Street (at the intersections with Chestnut Street, Oak Street, and Palm Street) would be permanently modified to red flash operation. The project would result in the permanent loss of up to 171 parking spaces within the project site.

Project Objectives

The objectives for the proposed project are as follows:

- Enhance downtown vibrancy
- Create a fun and active destination for residents and visitors
- Increase accessibility to businesses and fitness opportunities on Main Street for individuals with disabilities by providing a space to enjoy downtown free from vehicular traffic
- Enhance opportunities for public art
- Provide a venue for community events (such as the weekly Farmers' Market)
- Promote pedestrian activity
- Support low- and moderate-income residents by providing an attraction and event venue with fitness opportunities in proximity to nearby residences, thus reducing the transportation barriers to participating in community events

Alternatives

As required by the California Environmental Quality Act (CEQA), this EIR examines alternatives to the proposed project. The following four alternatives were studied:

- Alternative 1: No Project (Main Street reopens full time)
- Alternative 2: Flex Model/ (part-time closure of Main Street)
- Alternative 3: Reduced Area Closure (a smaller portion of Main Street closes)
- Alternative 4: One-Way Street Closure (closure of a single travel lane on Main Street)

Based on the alternatives analysis, Alternative 3 was determined to be the environmentally superior alternative. Refer to Chapter 6, *Alternatives*, for the complete alternatives analysis.

Alternative 1 (No Project) assumes Main Street, from Fir Street to Figueroa Plaza; South California Street, from Main Street to the north side of the alleys located south of Main Street; and North California Street, from Main Street to the North California Street parking lot, would not be closed full-time as proposed. Additionally, the associated infrastructure, including semi-permanent removeable bollards, bollard sleeves, and crash rated planters, would not be constructed. Under this alternative, no traffic signal equipment would be removed from utility poles, and all traffic lights would operate under normal conditions. Under this alternative, the City would allow the temporary closure to expire on January 31, 2025, and all portions of Main Street and California Street would be reopened to vehicular traffic traveling in both directions. The No Project Alternative would not meet any project objectives, because the re-opening of Main Street would allow for unobstructed vehicular travel through the project site. Therefore, the No Project Alternative would not enhance downtown vibrancy, create an active destination, increase accessibility for individuals with disabilities, enhance opportunities for public art, provide a venue for community events, promote pedestrian travel, or reduce transportation barriers for low- and moderate-income residents.

Alternative 2 (Flex Model) would involve the part-time closure of Main Street, from Fir Street to Figueroa Plaza; South California Street, from Main Street to the north side of the alleys located south of Main Street; and North California Street, from Main Street to the North California Street parking lot, to vehicular traffic. Closure to vehicular traffic would be intermittent, based on an established schedule, under this alternative, and could occur on weekends, such as from 5:00 p.m.

on Thursday through 10:00 p.m. on Sunday each week; on major federal holidays; during permitted events; and/or seasonally, such as from Memorial Day through Labor Day each year. Semi-permanent bollards, bollard sleeves, and crash-rated planters would be constructed and installed under this alternative, similar to the proposed project. However, bollards would be removed from the project site and placed into bollard sleeves during periods when Main Street and California Street are open to allow for vehicular travel, while the planters would remain in place at the edge of the roadways. Under this alternative, no traffic signal equipment would be removed from utility poles. Traffic signals along Main Street at the intersections with Chestnut Street, Oak Street, and Palm Street would be modified to red flash operation part-time during periods of roadways closure. Alternative 2 would fulfill the project objectives when the roadways are closed to vehicular traffic. Specifically, the roadway closure would only enhance downtown vibrancy, create an active destination, increase accessibility, promote pedestrian travel, and reduce transportation barriers when the roadways are closed to vehicular traffic (on weekends, on major holidays, and/or seasonally). However, as the closure would only occur intermittently, the objectives would not be met on a permanent basis.

Alternative 3 (Reduced Closure Area) would involve the full-time, long-term closure of a portion of Main Street and/or California Street. However, full-time, long-term closure to vehicular traffic would occur in a smaller portion of the downtown area. The reduced closure area would occur in one of the following locations:

- Main Street only
- Main Street from Chestnut Street to Figueroa Plaza, South California Street from Main Street to the north side of the alleys located south of Main Street, and North California Street from Main Street to the North California Street parking lot
- Main Street from Fir Street to Palm Street, South California Street from Main Street to the north side of the alleys located south of Main Street, and North California Street from Main Street to the North California Street parking lot

Semi-permanent bollards, bollard sleeves, and crash-rated planters would be installed under this alternative, but only within the areas of Main Street and/or California Street that are closed to vehicular traffic. Thus, fewer bollards, bollard sleeves, and crash-rated planters would be installed in the downtown area under this alternative. Under this alternative, traffic signal equipment would only be removed from utility poles within the project site at intersections with no cross traffic. Traffic signals at intersections with cross traffic within the project site would be permanently modified to red flash operation. Alternative 3 would be less successful in fulfilling the project objectives because the closure would result in less opportunity to enhance downtown vibrancy, less opportunity to enhance public art, less opportunity to promote pedestrian travel, and less opportunity to reduce transportation barriers. Furthermore, due to the smaller closure area, Alternative 3 would provide a smaller active destination and a smaller venue for community events. Although Alternative 3 would still increase accessibility for individuals with disabilities, it would be less successful in achieving this objective due to the roadway closure occurring in a smaller portion of the downtown area.

Alternative 4 (One-Way Street Closure) would involve the full-time, long-term closure of Main Street in the eastbound direction only. Main Street in the westbound direction and California Street in both the northbound and southbound directions would remain open. Closure to eastbound vehicular traffic on Main Street would be full-time under this alternative. Semi-permanent bollards, bollard sleeves, and crash rated planters would be installed in the eastbound travel lane under this

alternative to allow for unobstructed vehicular travel in the westbound travel lane. Under this alternative, traffic signal equipment would be removed from utility poles in the eastbound direction only; all remaining traffic lights would operate under normal conditions. Alternative 4 would partially fulfill the project objectives because allowing westbound vehicular traffic to flow through the project site would not enhance downtown vibrancy or provide a venue for community events. Furthermore, Alternative 4 would only partially increase accessibility for individuals with disabilities, and partially enhance opportunities for public art. Similar to Alternative 3, Alternative 4 would provide less opportunity to promote pedestrian travel and less opportunity to reduce transportation barriers because vehicular travel would occur in the westbound direction on Main Street and on California Street.

Areas of Known Controversy

During the Notice of Preparation scoping period, several comments were received expressing opposition to the full-time street closure. The City is aware of some community opposition regarding this issue. Specific concerns raised during the scoping period are included in **Appendix A** and summarized in Table 1-1 in Chapter 1, *Introduction*.

Issues to be Resolved

The proposed project would require an encroachment permit for pavement demolition, bollard foundation construction, and bollard installation within the city ROW; a building permit for the construction of the bollard foundations and associated pavement work; and coastal development permit for development in the Coastal Zone.

Issues Not Studied in Detail in the EIR

Section 4.14, *Effects Found Not to be Significant*, includes a discussion of agricultural and forestry resources, biological resources, geology and soils, hydrology and water quality, mineral resources, population and housing, recreation, wildfire, and urban blight impacts.

Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the *CEQA Guidelines*.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under Section 15091 of the *CEQA Guidelines*.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure (s)	Residual Impact
Aesthetics		
Impact AES-1. There are no scenic vistas available from the project site, and intervening development obstructs views of nearby hillsides. Therefore, the proposed project would have a less than significant impact on scenic vistas.	None required.	Less than significant.
Impact AES-2. There are no eligible or designated State Scenic Highways located within the project site. The project would not substantially damage scenic resources within a state scenic highway. No impact would occur.	None required.	No impact.
Impact AES-3. The proposed project is in an urbanized area. The project would not conflict with applicable zoning or other regulations governing scenic quality. No impact would occur.	None required.	No impact.
Impact AES-4. The proposed project would not introduce new sources of light or glare to the project area. Rather, the project would reduce existing sources of light and glare due to the removal of vehicles and traffic signals from within the project area. Impacts would be less than significant.	None required.	Less than significant.
Air Quality		
Impact AQ-1. The project would not conflict with or obstruct implementation of the 2022 Ventura County AQMP, as the project would not result in the development of new housing or other land uses that increase population growth. Therefore, no impact would occur.	None required.	No impact.
Impact AQ-2. The project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant.	None required	Less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Impact AQ-3. The project would not expose sensitive receptors to substantial pollutant concentrations related to fugitive dust, carbon monoxide hotspots, TACs, or San Joaquin Valley Fever. Impacts would be less than significant.	None required.	Less than significant.
Impact AQ-4. As a full-time permanent street closure, the project would not result in objectionable odors affecting a substantial number of people during construction or operation. There would be no impact during construction. Operational odor impacts would be less than significant.	None required.	Less than significant.
Cultural Resources		
Impact CUL-1. Due to the nature of existing historical resources and the characteristics of the proposed project, the project would not cause substantial adverse change in the significance of built environment historical resources. This impact would be less than significant.	None required.	Less than significant.
Impact CUL-2. Construction of the project has the potential to cause a substantial adverse change in the significance of an archaeological resource due to ground disturbance and known resources in the project site. Impacts would be less than significant with mitigation incorporated.	CUL-2(a) Project Avoidance Measures Within Mission Historic District (P-56-150222). The City shall employ project avoidance measures for the below-grade project components located within the recorded boundaries of the Mission Historic District (P-56-150222) and a 200-foot buffer surrounding it. Below-grade components include semi-permanent removable bollards and bollard storage sleeves used to house the removable bollards when not in use. The semi-permanent removable bollards, bollard storage sleeves, and any additional below grade components that have been deemed necessary for project construction, shall not exceed the existing road base layer within the roadways and/or must remain within the existing sidewalk pavement. If avoidance is infeasible, an Archaeological Data Recovery Program, described in Mitigation Measure CUL-2(c), shall be required. CUL-2(b) Workers Environmental Awareness Program Training. A qualified archaeologist shall be retained to prepare and conduct a workers environmental awareness program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training shall be conducted by a qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for Archaeology (National Park Service 1983), or an archaeologist under the qualified archaeologist's direction. The initial WEAP training shall be given to all construction personnel, including, but not limited to, City personnel, contractors, and subcontractors prior to their involvement in any project-related, ground-disturbing activities. Additional personnel	Less than significant.

Impact	Mitigation Measure (s)	Residual Impact
	who subsequently become involved in the project shall also receive the WEAP training prior to their involvement in any ground-disturbing activities. This can be accomplished by additional in-person training sessions by the qualified archaeologist or through the distribution of hardcopy or electronic training materials. The City shall ensure that construction personnel attend the training and retain documentation demonstrating attendance. The WEAP training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, the regulatory environment, specific procedures to be followed in the event of an inadvertent discovery, and the proper protocol for treatment of the materials in the event of a find. A Native American representative from one or more of the Native American groups contacted as part of AB 52 consultation shall be provided an opportunity to review and provide input during development of the WEAP and shall be afforded an opportunity to speak during its presentation.. CUL-2(c) Development and Implementation of Cultural Resources Monitoring Plan Prior to the start of project-related ground-disturbing activities, a qualified archaeologist, or an archaeologist under the supervision of the qualified archaeologist, shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be prepared to support the archaeological and Native American monitoring effort, required by Mitigation Measure CUL-2(d) and consistent with the City's DTSP, to reduce potential impacts to archaeological resources by requiring identification, documentation, and treatment of finds made during project construction and by establishing avoidance as the preferred manner of treatment. The CRMP shall stipulate that archaeological and Native American monitoring shall occur for all project-related ground disturbing activities. The CRMP shall stipulate that Native American tribes are provided an opportunity to conduct the Native American monitoring, but construction may continue under the qualified archaeologist if Native American tribes are not available to monitor. The CRMP shall stipulate the monitoring requirements and identify when monitoring may be reduced. The CRMP shall include monitoring protocols to be carried out during project construction. Consistent with the City's DTSP, Policy 1A, Action 1.10 and as required by Mitigation Measure CUL-2(d), outlined below, the CRMP shall stipulate that the City retain a Native American monitor, associated with one or more of the Native American groups that were contacted as part of AB 52 consultation for the project, to monitor all project-related, ground-disturbances. In preparing the CRMP, the City shall consult with the Native American groups that were previously contacted as part of AB 52 consultation for the project to determine the scheduling of monitors. A rotating Native American monitoring schedule shall be incorporated into the CRMP if two or more Native American groups request to monitor during project construction.	

Impact	Mitigation Measure (s)	Residual Impact
	The CRMP shall outline the appropriate measures to be followed in the event of a cultural resource discovery during project construction, including all ground disturbance within 100 feet of a discovery shall be halted and redirected. The qualified archaeologist shall provide recommendations regarding the resource's potential significance and potential treatment in consultation with the Native American groups that were previously contacted as part of AB 52 consultation. If the discovery is identified to be a site (generally more than three artifacts), the evaluation shall require preparation of an Archaeological Testing Plan (ATP) to determine if the resource qualifies for CRHR listing. Such evaluations will be used to determine if the project may have a significant impact on the resource. The CRMP shall identify avoidance as the preferred manner of mitigating impacts to cultural resources. The CRMP shall establish the criteria used to evaluate the significance (per CEQA) of the discoveries, methods of avoidance consistent with CEQA Guidelines Section 15126.4(b)(3). Following the execution of the ATP, if the City, in consultation with the qualified archaeologist, determines that the discovery is significant and cannot be avoided by the project, additional work such as an Archaeological Data Recovery Program (ADRP) shall be completed prior to the resumption of ground-disturbing activities in the immediate area to mitigate any significant impacts to cultural resources. The ATP and ADRP are described in further detail below. CRHR criteria for evaluating the significance of cultural resources shall be used in the event a cultural resource is discovered. If resources are discovered and the qualified archaeologist recommends the resource meets the significance criteria of CRHR Criterion 4, and if preservation in place is not feasible, an ADRP shall be implemented. If resources are found to meet CRHR criteria 1 and/or 2 and/or 3, then the City and other appropriate parties shall be notified upon the determination. ▪ Archaeological Testing Plan: The purpose of the ATP will be to determine the extent and possible presence/absence of cultural resources and to identify whether the resource(s) constitute a historical resource using the criteria of the CRHR. ▫ The ATP shall be conducted in accordance with an approved ATP that will be reviewed by the Native American groups previously contacted as part of AB 52 consultation for the project. ▫ At the completion of the ATP, the qualified archaeologist shall submit a written report of the findings. ▫ If the qualified archaeologist determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the City:	

Impact	Mitigation Measure (s)	Residual Impact
	▪ The project shall be re-designed as to avoid any adverse effects; or ▪ A data recovery program shall be implemented. ▪ Archaeological Data Recovery Program: Should a cultural resource that qualified for CRHR listing under Criterion 4 for data potential be identified and cannot be avoided by the project, an ADRP shall be completed to comprehensively document the resource and exhaust the data potential. The ADRP shall be conducted by the qualified archaeologist in accordance with the California Office of Historic Preservation's 1990 Archaeological Resource Management Reports: Recommended Contents and Format. Prior to implementing the field component of the ADRP, a Data Recovery Plan shall be prepared by the qualified archaeologist selected to carry out the ADRP. The Data Recovery Plan shall be prepared in consultation with Native American groups previously contacted as part of AB 52 consultation for the project and reviewed and approved by the City. The Data Recovery Plan shall, at minimum, include the following: ▫ Field Methods and Procedures ▫ Thresholds for Achieving Data Redundancy ▫ Cataloguing and Laboratory Analysis ▫ Discard and Deaccession Policy ▫ Interpretive Program ▫ Security Measures ▫ Final Report ▫ Curation The CRMP shall also outline the appropriate procedures to be undertaken in the event human remains are encountered. Specifically, the CRMP shall stipulate that in the case human remains are unearthed during project construction, all work within 100 feet of the find shall be immediately halted, and the protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines, Health and Safety Code Section 7050.5(c), and PRC Section 5097.98 (as amended by AB 2641) be implemented. These protocols include contacting the Ventura County Coroner to evaluate the remains. If the County Coroner determines that the remains are Native American, the County Coroner shall contact the NAHC. The NAHC shall then identify an MLD of the deceased Native American, who shall then help determine what course of action should be taken in the disposition of the remains.	

Impact	Mitigation Measure (s)	Residual Impact
	Prior to the start of project construction, the CRMP shall be submitted to the City for review and approval, as well as to the Native American groups that were previously contacted as part of AB 52 consultation for the project for review and comment before being finalized. The requirements outlined in the final CRMP shall be implemented during project construction. <i>CUL-2(d) Archaeological and Native American Monitoring.</i> Consistent with the City's Downtown Specific Plan, Policy 1A, Action 1.10, and the CRMP prepared as part of Mitigation Measure CUL-2(c) above, an archaeological monitor and a Native American monitor shall be retained by the City to observe all project-related, ground-disturbing activities within the project site in order to reduce potential impacts to intact subsurface deposits associated with CA-VEN-1071H and P-56-152846, as well as previously unknown and intact archaeological resources that may exist throughout the project site. Archaeological monitoring shall be performed under the direction of a qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology (National Park Service 1983). Native American monitoring shall be performed by a Native American representative from one or more of the Native American groups contacted as part of AB 52 consultation for the project, if available. Construction may continue under the qualified archaeologist if Native American tribes are not available to monitor. The archaeological monitor shall prepare daily logs to be submitted at the completion of the project as part of the CRMP. In the event that previously unidentified archaeological resources are encountered during project construction, monitors shall have the authority to halt or redirect work within 100 feet of the discovery and the protocols set forth in the CRMP shall be followed. At the completion of monitoring, the CRMP shall document the findings during the monitoring effort for the project. The report shall include the monitoring logs completed for the project and document any discoveries made during construction monitoring. The Cultural Resources Monitoring Report shall be submitted to the City and the SCCIC.	
Impact CUL-3. Ground-disturbing activities associated with the project could result in damage to or destruction of human burials. With adherence to existing regulations, this impact would be less than significant.	None required.	Less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Energy		
Impact E-1. Neither construction nor operation of the proposed project would result in a significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.	None required.	Less than significant.
Impact E-2. 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.	None required.	Less than significant.
Geology and Soils		
Impact GEO-1. Project ground disturbance would disturb sediments with low paleontological sensitivity. As such, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. This impact would be less than significant	None required.	Less than significant.
Greenhouse Gas Emissions		
Impact GHG-1. The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions, as the project is consistent with the 2022 Scoping Plan, SCAG's RTP/SCS (Connect SoCal 2024), and the City of Ventura General Plan. Impacts would be less than significant.	None required.	Less than significant.
Hazards and Hazardous Materials		
Impact HAZ-1. Construction of the project would involve the use of small quantities of hazardous materials, would generate small quantities of hazardous waste, and would have the potential to encounter contaminated soils. Operation of the project would not involve the use, storage, disposal, or transportation of hazardous materials. Construction-phase impacts would be less than significant with mitigation. There would be no impact associated with project operation.	HAZ-1 Soil Management Plan. Prior to commencement of ground-disturbing activities for bollard installation at the project site, the City shall retain a qualified consultant (i.e., professional geologist or professional engineer) to prepare a Soil Management Plan (SMP) for the project. The SMP shall address: 1. On-site handling and management of unanticipated contaminated soils or other contaminated wastes (e.g., stained soil, soil with solvent or chemical odors) if encountered during ground disturbance, and 2. Specific actions to reduce hazards to construction workers and off-site receptors during construction (e.g., personal protective equipment, dust control, and/or air monitoring).	Less than significant.

Impact	Mitigation Measure (s)	Residual Impact
	The SMP must establish remedial measures and soil management practices to ensure construction worker safety and prevent the off-site migration of contaminants from the project site. These measures and practices may include, but are not limited to: ▪ Proper transportation and disposal procedures for contaminated materials in accordance with applicable regulations, including CCR Title 22. ▪ A requirement to halt work in the immediate area and contact a qualified consultant (i.e., professional geologist or professional engineer) immediately to evaluate the project site conditions if odorous or visually stained soils, other indications of piping or equipment (including hydrocarbon piping or equipment), or debris are encountered during ground-disturbing activities. ▪ A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of project construction activities with the requirements and procedures for employee protection and outlines proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. ▪ Reporting on monitoring activities. The City shall review and approve the SMP prior to construction (grading/excavation) activities at the project site and prior to issuing grading permits. The City shall implement the SMP during grading and construction at the project.	
Impact HAZ-2. Construction and operation of the project would occur within 0.25 miles of a school. With adherence to existing regulatory requirements, the project would have a less than significant impact involving the generation of hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 miles of an existing school.	None required.	Less than significant.
Impact HAZ-3. The project would not be located on an active site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. With implementation of Mitigation Measure HAZ-1, this impact would be less than significant.	HAZ-1. See above.	Less than significant with mitigation.
Impact HAZ-4. The project site is not within two miles of an airport or within an Airport Land Use Plan. No Impact involving safety hazards or excessive noise for people residing or working in the project area would occur.	None required.	No impact.

Impact	Mitigation Measure (s)	Residual Impact
Impact HAZ-5. The proposed project would result in the full-time closure of a portion of Main Street and California Street. Installation of semi-permanent removable bollards would accommodate emergency vehicle access. As such, impacts involving emergency response and emergency evacuation would be less than significant.	None required.	Less than significant.
Land Use and Planning		
Impact LU-1. The project would consist of partial street closures but would maintain pedestrian access through a major roadway in downtown Ventura. The project would not physically divide an established community. This impact would be less than significant.	None required.	No impact.
Impact LU-2. The project would be consistent with applicable land use plans, policies, and regulations. The project would not require a General Plan amendment, Local Coastal Program amendment, or <i>Downtown Specific Plan</i> amendment. Impacts related to environmental impacts due to a conflict with applicable land use plans, policies, or regulations would be less than significant.	None required.	Less than significant.
Noise		
Impact NOI-1. Construction activities associated with the proposed project would intermittently generate noise adjacent to the project site. However, construction noise levels would not exceed the applicable noise level thresholds. Noise associated with operation of the project would be from additional pedestrian activity and would not exceed standards established by the city. This impact would be less than significant.	None required.	Less than significant.
Impact NOI-2. Project construction would intermittently generate groundborne vibration which may affect sensitive receptors near the project site but would not create excessive levels of vibration that could cause structural damage at nearby sensitive residential, hotel, or historical resource receptors, or interfere with operation of the sensitive receptors. This impact would be less than significant.	None required.	Less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Impact NOI-3. The project site is not located within two miles of a public airport or public use airport, nor is the project located within the noise contours identified in an airport land use plan. Therefore, the proposed project would not be exposed to excessive noise levels from aircraft operations. No impact would occur.	None required.	No impact.
Public Services		
Impact PS-1. The project would not result in the need for new or physically altered fire or police protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Impacts would be less than significant.	None required.	Less than significant.
Impact PS-2. The project would not result in the need for new or physically altered schools in order to maintain acceptable service ratios or other performance objectives. No Impact would occur.	None required.	No impact.
Impact PS-3. The project would not result in the need for new or physically altered parks in order to maintain acceptable service ratios or other performance objectives. No Impact would occur.	None required.	No impact.
Impact PS-4. The project would not result in the need for new or physically altered libraries in order to maintain acceptable service ratios or other performance objectives. Impacts would be less than significant.	None required.	Less than significant.
Transportation		
Impact TRA-1. The proposed project would not conflict with the City of Ventura General Plan or the Ventura <i>Downtown Specific Plan</i> policies pertaining to transit, roadway, bicycle, or pedestrian facilities. Impacts would be less than significant.	None required.	Less than significant.
Impact TRA-2. The project would qualify as an active transportation project presumed to cause a less than significant impact related to VMT. The project would not conflict with <i>CEQA Guidelines</i> Section 15064.3 and impacts would be less than significant.	None required.	Less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Impact TRA-3. The project would potentially increase hazards due to incompatible uses. Impacts would be less than significant with implementation of Mitigation Measure TRA-3.	TRA -3 California Street Lane and Parking Modifications. Prior to the full-time, long-term closure of California Street and Main Street, the City shall modify the configuration of California Street north of Santa Clara Street and south of the proposed closure to be a one-way roadway with one vehicle lane and one bicycle lane, allowing northbound travel only. The City shall modify the striping on this portion of South California Street to allow for angled parking on either side of the roadway, in one of the following potential configurations: 1. Adding angled parking demarcations to the east side of this portion of South California Street, and re-striping the existing angled parking on the west side of South California Street in the opposite orientation of existing striping. As part of this design option, the City shall install signage specifying only “head-in” parking is allowed on both sides of the roadway. 2. Adding angled parking demarcations to the east side of this portion of South California Street. As part of this design option, the City shall install signage specifying only “head-in” parking is allowed on the east side of the roadway. The City shall also install signage along the existing angled parking on the west side of the roadway specifying only “back-in” parking is allowed in the existing angled parking spaces on the west side of this portion of South California Street.	Less than significant.
Impact TRA-4. The project would not result in inadequate emergency access. Impacts would be less than significant.	None required.	Less than significant.
Tribal Cultural Resources		
Impact TCR-1. No known TCRs have been identified within the project site. However, the project may cause substantial adverse change in the significance of a previously unknown or unidentified TCR due to ground disturbance during project construction activities. Impacts would be less than significant with mitigation incorporated.	CUL-2(d). See above. TCR-1 Inadvertent Discovery of Tribal Cultural Resources. In the event that cultural resources of Native American origin are identified during construction, work in a 50-foot radius of the find shall be halted and redirected. The City shall consult with a qualified archaeologist and begin or continue Native American consultation procedures. If the City, in consultation with the Native American monitor(s), determines that the resource is a TCR and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines. The mitigation plan may include, but would not be limited to: avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures. If the City, in consultation with the Native American monitor(s), and with input from the qualified archaeologist, if requested, determines that the resource is not a TCR, the resource shall be evaluated as an archaeological resource consistent with Mitigation Measure CUL-2(c).	Less than significant.

Impact	Mitigation Measure (s)	Residual Impact
Utilities and Service Systems		
Impact UTIL-1. The project would result in a minor increase in demand for water, wastewater treatment, electric power, and natural gas during construction. This increase in demand would not require the construction or relocation of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities. This impact would be less than significant.	None required.	Less than significant.
Impact UTIL-2. Construction of the proposed project would require a small amount of water for temporary construction activities. Operation of the proposed project would not require the permanent use of water supplies. The proposed project would have sufficient water supplies available during normal, dry, and multiple dry years. This impact would be less than significant.	None required.	Less than significant.
Impact UTIL-3. Construction of the proposed project would result in minor increases in wastewater from construction personnel. Operation of the proposed project would not result in an increase in wastewater generation. The wastewater treatment provider would have adequate capacity to serve the projected wastewater generation during project construction in addition to existing commitments. This impact would be less than significant.	None required.	Less than significant.
Impact UTIL-4. The project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure and would comply with all applicable solid waste regulations. Impacts would be less than significant.	None required.	Less than significant.

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1 Introduction

This document is an Environmental Impact Report (EIR) for a proposed permanent roadway closure in the downtown portion of the city of San Buenaventura (city of Ventura), Ventura County, California. The proposed Main Street Moves Project (hereafter referred to as the “proposed project” or “project”) would result in the full-time, long-term closure of Main Street to vehicular traffic from Fir Street to Figueroa Plaza; South California Street, from Main Street to the alleys south of Main Street; and North California Street, from Main Street to the North California Street parking lot. The proposed project is described in detail in Chapter 2, *Project Description*.

This chapter discusses the (1) purpose and legal basis for preparing an EIR; (2) scope, content, and format of the EIR; (3) project background; (4) baseline conditions; (5) public review process; (6) lead, responsible, and trustee agencies; and (7) environmental review process required under the California Environmental Quality Act (CEQA).

1.1 Purpose and Legal Authority

The proposed project requires discretionary approval by the Ventura City Council; therefore, the project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations [CCR], Title 14), the purpose of this EIR is to serve as an informational document that:

“will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.”

This EIR has been prepared as a project EIR pursuant to Section 15161 of the *CEQA Guidelines*. As stated in the *CEQA Guidelines*:

“This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation.”

This EIR is to serve as an informational document for the public and city decision makers. The process will include public hearings before the City Council to consider certification of a Final EIR and approval of the proposed project.

1.2 EIR Content and Format

This EIR includes discussions of environmental impacts related to several issue areas. The analysis of environmental impacts identifies impacts by category: significant and unavoidable, significant but mitigable, less than significant, and no impact, or beneficial. It proposes mitigation measures, where feasible, for identified significant environmental impacts to reduce project generated impacts. The responsible agency for each mitigation measure is also identified. It is the responsibility of the lead agency implementing specific projects to conduct the necessary environmental review consistent with CEQA and, where applicable, incorporate mitigation measures provided herein and developed

specifically for the project to minimize environmental impacts and/or reduce impacts to less than significant.

This project EIR has been organized into seven chapters. These include:

- 1.0 **Introduction.** Provides the project background, description of the type of environmental document, information about the EIR content, format, baseline conditions, and public review process.
- 2.0 **Project Description.** Presents and discusses the project objectives, project location and specific project characteristics.
- 3.0 **Environmental Setting.** Provides a description of the existing physical setting of the project site.
- 4.0 **Analysis of Environmental Issues.** Describes baseline conditions and assesses potential environmental impacts that may be generated by implementing the proposed project, including cumulative development in the region. These potential project impacts are compared to “thresholds of significance” to determine the nature and severity of the direct and indirect impacts. Mitigation measures, intended to reduce adverse, significant impacts below threshold levels, are proposed where feasible. Impacts that cannot be eliminated or mitigated to less-than-significant levels are also identified.
- 5.0 **Other CEQA Required Discussions.** Identifies growth inducing impacts that may result from implementation of the proposed project, long-term effects of the project, and significant irreversible environmental changes.
- 6.0 **Alternatives.** Describes alternatives to the proposed project and compares each alternative’s environmental impacts to the proposed project.
- 7.0 **References and Preparers.** Lists all published materials, federal, state, and local agencies, as well as other organizations and individuals consulted during the preparation of this EIR. It also lists the project EIR preparers.

In preparing the EIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and other background documents. A full reference list is contained in Chapter 7, *References and Preparers*.

The alternatives analysis (Chapter 6) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the project while feasibly attaining most of the basic project objectives. In addition, the alternatives chapter identifies the “environmentally superior” alternative among the alternatives assessed. The alternatives evaluated include the CEQA-required “No Project” alternative and three alternative roadway closure scenarios for the project site.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR

should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.

1.3 Project Background

On May 18, 2020, Ventura City Council approved an emergency ordinance for a temporary 30-day closure of Main Street, from Fir Street to Figueroa Plaza, and California Street, from Santa Clara Street to Main Street, to vehicular traffic, allowing for outdoor dining and shopping during the COVID-19 pandemic. The temporary closure was intended to be a pilot program allowing businesses to reopen with expanded outdoor areas to assist with COVID-19 safety protocol compliance (City of Ventura 2023).

On July 13, 2020, after conclusion of the pilot program, the Ventura City Council approved a Temporary Outdoor Business Expansion Program, extending the Main Street and California Street closure through September 14, 2020, or by the conclusion of the Emergency Health Order, whichever concluded first. This program also allowed businesses subjected to temporary COVID-19 closures to expand their footprint for street and sidewalk dining opportunities and increased retail space to elevate shopper engagement. Extension of the Temporary Outdoor Business Expansion Program, and thus closure of Main Street and California Street, was approved three additional times (September 8, 2020, February 8, 2021, and December 13, 2021) ultimately through July 1, 2022. On April 11, 2022, the Ventura City Council approved a temporary Business Expansion Special Use Permit, extending the closure through June 30, 2024, while additional design guidelines and studies were developed to support the permanent closure of Main Street (City of Ventura 2023). Most recently, the Ventura City Council approved a final extension of the closure under Vehicle Code Section 21101 (a)(1) through January 31, 2025.

Under the Temporary Outdoor Business Expansion Program and its subsequent extensions, temporary above-ground traffic barriers were installed at all intersections on Main Street and California Street within the project site to restrict access for vehicular traffic. Following the closure, traffic signals within the project site were also modified. Specifically, the traffic signal at the intersection of South California Street and Santa Clara Street and traffic signals along Main Street within the project site were modified to flash only, allowing vehicles to cross South California Street in the eastbound and westbound directions, and allowing vehicles to cross Main Street in the northbound and southbound directions.

The Temporary Outdoor Business Expansion Program allowed businesses fronting Main Street and California Street to use on-street parking spaces to install fortified parklets for outdoor dining, retail sales, and recreation. This facilitated the expansion of outdoor seating capacity and merchandise displays during operating hours into the city's right-of-way (ROW), resulting in the loss of approximately 154 parking spaces on Main Street and approximately 13 parking spaces on California Street, for a total loss of up to 167 parking spaces. On April 23, 2024, the Ventura City Council approved a Categorical Exemption, pursuant to *CEQA Guidelines* Sections 15303, 15304, and 15311 for the Main Street Moves License Agreement and Fee Structure Program. The Lease and Fee Program allows for ministerial approval of parklets on Main Street and California Street if the structures comply with the Citywide Parklet Design Guidelines and Standards (City of Ventura 2024). Existing parklets on Main Street and California Street constructed under the Temporary Outdoor Business Expansion Program have until March 2025 to comply with the requirements of both the Citywide Parklet Design Guidelines and Standards and the License Agreement and Fee Structure Program, or otherwise must be removed.

1.4 Environmental Baseline

As outlined by *CEQA Guidelines* Section 15125, an EIR must include a description of the physical environmental conditions in the project vicinity. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The purpose of this requirement is to give the public and decision-makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

According to *CEQA Guidelines* Section 15125(a)(1), the lead agency should generally describe physical environmental conditions as they exist at the time the Notice of Preparation (NOP) is published. However, in the case *Communities for a Better Environment v. South Coast Air Quality Management Dist.* (April 7, 2020) 47 Cal.App.5th 588, the California State Supreme Court affirmed that a lead agency has the discretion to select a reasonable baseline, supported by substantial evidence, that may not necessarily be based on existing conditions. The Court emphasized the importance of using substantial evidence in supporting the selection of a baseline; thus, the lead agency must provide a clear and specific explanation of why a particular baseline was chosen, including any unusual aspects of the project or surrounding conditions that justify its selection.

Although the NOP was published on June 21, 2024, this EIR uses a historical baseline of January 15, 2020, as the environmental baseline, prior to the initial closure of Main Street and California Street, prior to the statewide shelter-in-place order enacted in March 2020, and prior to the first confirmed case of COVID-19 in California. January 15, 2020, was a Wednesday during a typical work week with no federal holidays, which accurately represents normal business operations in the downtown Ventura area. This approach is justified as the roadway closure was originally implemented through a temporary order, extended several times up to January 31, 2025 and was not previously subject to environmental review under CEQA. Using this historical baseline allows for a more robust and comprehensive analysis of potential environmental impacts associated with the project. By comparing the impacts to open-street conditions on the historical date, the analysis thoroughly assesses changes in traffic patterns, air quality, noise levels, and other environmental factors resulting from the road closures. Furthermore, using this historical baseline thoroughly assesses environmental impacts based upon normal conditions in the project area, rather than the unusual conditions created by COVID-19 and the statewide shelter-in-place order. The unique circumstance of the roads being closed for four years under a temporary order supports the use of this alternative baseline, consistent with the precedent set in *Communities for a Better Environment v. South Coast Air Quality Management District* (April 7, 2020) 47 Cal.App.5th 588.

1.5 Public Review and Participation Process

The City of Ventura distributed an NOP of the EIR for a 30-day agency and public review period starting on June 21, 2024, and ending on July 22, 2024. In addition, the City held an EIR Scoping Meeting on July 1, 2024. The meeting, held from 4:00 p.m. to 6:30 p.m., was aimed at providing information about the proposed project to members of public agencies, interested stakeholders, and residents/community members. The meeting was held in the Community Meeting Room at City Hall (501 Poli Street).

The City received letters from three agencies and seven members of the public in response to the NOP during the public review period, including one verbal comment during the EIR Scoping Meeting that was transcribed into a comment letter. The NOP is presented in **Appendix A** of this EIR, along with the NOP responses received. Table 1-1, below, summarizes the content of each letter and

verbal comment and indicates where the issues raised are addressed in the EIR. Comments that only indicated support or concern for the project, but did not identify issues to be considered within the EIR, are not included in Table 1-1, but can be reviewed in **Appendix A**.

Table 1-1 Notice of Preparation Comments and Environmental Impact Report Response

Commenter	Comment/Request	Where It Was Addressed
Agency Comments		
Cody Campagne, Cultural Resources Analyst, on behalf of Native American Heritage Commission	The commenter explains that if there is substantial evidence that a project may have a significant effect on the environment that an EIR shall be prepared. The commenter explains that AB 52 would be required for any project for which an NOP is filed and details the requirements of AB 52 tribal consultation.	Tribal cultural resources and AB 52 consultation are addressed in Section 4.12, <i>Tribal Cultural Resources</i> , of this EIR.
Dave Ward, AICP, Planning Director, on behalf of Ventura County Planning Division	The commenter explains that the project would impact vehicle parking for the E.P. Foster Library through the removal of on-street parking spaces on Main Street directly in front of the library. The commenter requests that the EIR consider the potential impacts to the E.P. Foster Library and other public-serving facilities.	Potential impacts to public facilities, including the E.P. Foster Library, are discussed in Section 4.10, <i>Public Services</i> .
	The commenter requests that the EIR consider impacts to multi-modal and ADA methods of access to public-serving facilities, consistent with Policy 5.1 and Objective 6 of the City's Comprehensive Plan.	Potential impacts to public facilities, including the E.P. Foster Library, are discussed in Section 4.10, <i>Public Services</i> . Potential impacts due to a conflict with a program, plan, ordinance or policy addressing the circulation system, including multi-modal facilities, are discussed in Section 4.11, <i>Transportation</i> .
	The commenter states that the EIR should include an assessment of Downtown visitor rates to demonstrate that the project would not adversely impact the E.P. Foster Library or other public facilities due to the loss of visitor parking. If library usage is impacted, the commenter recommends implementation of a mitigation measure that would reserve parking spaces in the Poli-Chestnut public lot for library patrons.	Parking is not considered an environmental issue under CEQA. However, the project's potential impacts to public facilities, including the E.P. Foster Library, are discussed in Section 4.10, <i>Public Services</i> .
	The commenter states that the EIR should evaluate cumulative impacts to pedestrian, bicycle, ADA, and transit access to the E.P. Foster Library and other public facilities.	ADA access is not considered an environmental issue under CEQA; thus, ADA impacts are not considered within the Draft EIR. Potential cumulative impacts to public facilities, including the E.P. Foster Library, are discussed in Section 4.10, <i>Public Services</i> . Potential cumulative impacts to transportation facilities are discussed in Section 4.11, <i>Transportation</i> .
	The commenter requests that the EIR consider the incorporation of the proposed Palm and Santa Clara Street Parking Structure into an alternative or mitigation measure for the loss of parking resulting from the project.	Mitigation measures are identified within each section of Chapter 4, <i>Environmental Impacts Analysis</i> , as needed to mitigate potentially significant impacts. Project alternatives are discussed in Chapter 6, <i>Alternatives</i> .

Commenter	Comment/Request	Where It Was Addressed
Anthony Higgins, Acting LDR/CEQA Branch Chief, on behalf of Caltrans	The commenter recommends a variety of multi-modal improvements be included in the project or in future planning documents.	All project characteristics and components of project implementation are described in Chapter 2, <i>Project Description</i> .
	The commenter states that Caltrans will require an Encroachment Permit for work performed within State ROW. The commenter also states that Caltrans requires a permit for any heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways.	Anticipated permits and approvals required for project implementation are discussed in Chapter 2, <i>Project Description</i> . The project would not encroach on State ROW.
	The commenter recommends that large-size truck travel and construction traffic be limited to off-peak commute hours.	The project's construction details are discussed in Chapter 2, <i>Project Description</i> .
	The commenter requests that, if the project's construction traffic is expected to impact any State facilities, to submit a construction traffic control plan for Caltrans' review.	The project's construction details are discussed in Chapter 2, <i>Project Description</i> . Potential transportation impacts are discussed in Section 4.11, <i>Transportation</i> . The project would not encroach on State ROW.
Public Comments		
Unnamed Commenter	The commenter requests that the EIR focus on the project's impacts related to aesthetics.	See Section 4.1, <i>Aesthetics</i> , for an evaluation of project impacts related to aesthetics.
Wendy Sauter (verbal comments at scoping meeting on 7/01/2024)	The commenter expresses concern regarding the pedestrians crossing at intersections on Main Street with flashing traffic lights due to conflicts with vehicular traffic. The commenter requests pedestrian crossing lights be included in the project.	All project characteristics and components, including modifications to traffic signals, are described in Chapter 2, <i>Project Description</i> . Project impacts related to an increase in hazards due to incompatible uses are described in Section 4.11, <i>Transportation</i> .
	The commenter expresses concern regarding the increase in traffic resulting from the project.	Level of service and traffic congestion are no longer considered environmental issues under CEQA. However, the project's impact on vehicle miles traveled are considered in Section 4.11, <i>Transportation</i> .
	The commenter notes that the project site is difficult to navigate in a wheelchair.	ADA access is not considered an environmental issue under CEQA; thus, ADA impacts are not considered within the Draft EIR. Potential impacts related to multi-modal facilities are discussed in Section 4.11, <i>Transportation</i> .
	The commenter expresses preference for the flex model alternative.	The potential alternatives disclosed during the scoping meeting were preliminary and subject to change based on identified environmental impacts, project objectives, and public input, among other factors. The final alternatives are provided in Chapter 6, <i>Alternatives</i> , of this EIR.
Peter Goldenring	The commenter states that the NOP fails to accurately define the project and the project site.	The project description provided in the NOP provided a general overview for the purpose of scoping and is subject to modification. The full, detailed project description is provided in Chapter 2, <i>Project Description</i> , of this EIR. Details regarding the project site and setting are included in Chapter 3, <i>Environmental Setting</i> .
	The commenter states that the project description provided in the NOP inaccurately describes the history of the project.	Details regarding the project history are included in Chapter 1, <i>Introduction</i> .

Commenter	Comment/Request	Where It Was Addressed
	The commenter states that the NOP fails to provide a proposed baseline and recommends a baseline of May 20, 2018, or May 20, 2019.	Details regarding the Environmental Baseline are included in Chapter 1, <i>Introduction</i> .
	The commenter states that the project description provided in the NOP inaccurately describes the loss of parking spaces.	The project description provided in the provided a general overview for the purpose of scoping. The full, detailed project description is provided in Chapter 2, <i>Project Description</i> , of this EIR. Parking is not considered an environmental issue under CEQA; thus, impacts to parking are not considered within the Draft EIR.
	The commenter states that the NOP fails to consider hazards and public safety as distinguished from hazards and hazardous materials.	See Section 4.7, <i>Hazards and Hazardous Materials</i> , Section 4.10, <i>Public Services</i> , and Section 4.11, <i>Transportation</i> , for an evaluation of project impacts related to hazards, hazardous materials, and public safety, respectively.
	The commenter states that the NOP fails to consider the project's potential impacts related to urban blight, public health and safety, and urban decay.	Public health is not a specific environmental issue considered under CEQA. Rather, the analysis contained within each environmental impact section in Chapter 4, <i>Environmental Impact Analysis</i> , considers the project's potential impact to public health through the assessment of individual environmental issues, such as air quality and hazardous materials. Urban blight is discussed in Section 4.14, <i>Effects Found Not to be Significant</i> .
	The commenter states that the NOP failed to adhere to CEQA requirements related to the elimination of public streets and State highways.	The appropriate State agencies, including Caltrans, were notified through the NOP scoping process. Transportation impacts are discussed in Section 4.11, <i>Transportation</i> .
	The commenter states that the project alternatives disclosed during the Scoping Meeting lack sufficient detail.	The alternatives disclosed during the scoping period were preliminary and subject to change based on identified environmental impacts, project objectives, and public input, among other factors. The final alternatives are described in Chapter 6, <i>Alternatives</i> , of this EIR.
	The commenter states that the NOP fails to disclose the modifications required to the General Plan.	Anticipated permits and approvals required for project implementation are discussed in Chapter 2, <i>Project Description</i> . The project's consistency with local plans and regulations, including the City of Ventura General Plan (2005) and the <i>Downtown Specific Plan</i> , is discussed in Section 4.8, <i>Land Use and Planning</i> .
	The commenter states that the project is subject to California Coastal Commission input and review.	Anticipated permits and approvals required for project implementation are discussed in Chapter 2, <i>Project Description</i> .

AB = Assembly Bill; ADA = Americans with Disability Act; Caltrans = California Department of Transportation; CEQA = California Environmental Quality Act; EIR = Environmental Impact Report; NOP = Notice of Preparation; ROW = right-of-way

1.6 Lead, Responsible, and Trustee Agencies

The *CEQA Guidelines* define lead, responsible, and trustee agencies. The City of Ventura is the lead agency for the project, because it holds principal responsibility for approving the project.

A *responsible agency* refers to a public agency other than the lead agency that has discretionary approval over the project. The California Coastal Commission (CCC) is a responsible agency for the proposed project.

A *trustee agency* refers to a State agency having jurisdiction by law over natural resources affected by a project. The California Department of Fish and Wildlife is a trustee agency for the proposed project.

1.7 Environmental Review Process

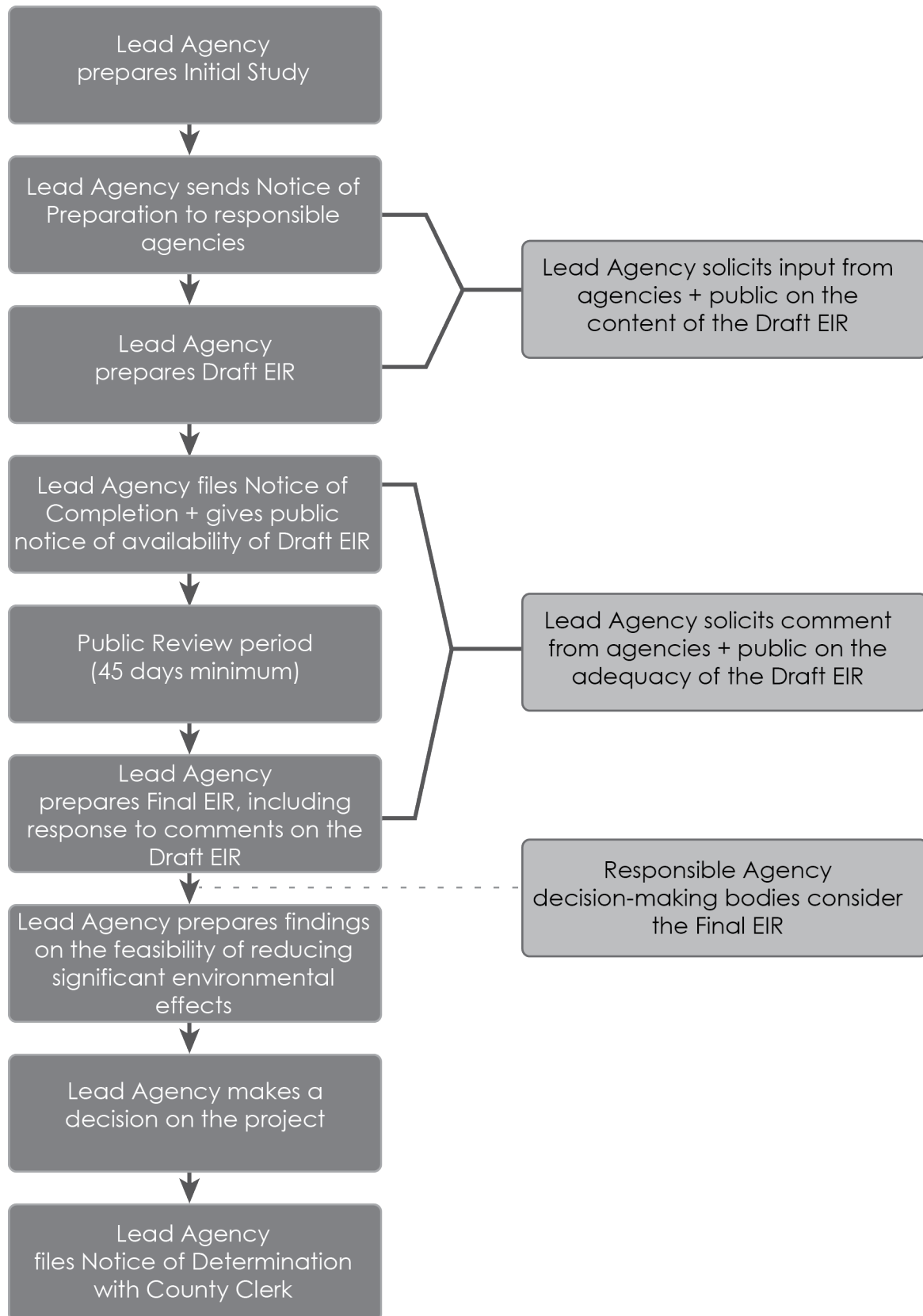
The environmental impact review process, as required under CEQA, is summarized below and illustrated in Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation.** After deciding that an EIR is required, the lead agency (City of Ventura) must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code [PRC] Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days.
2. **Draft EIR Prepared.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion.** The lead agency must file a Notice of Completion (NOC) with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the NOC in the County Clerk's office for 30 days (PRC Section 21092) and send a copy of the NOC to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public and respond in writing to all comments received (PRC Sections 21104 and 21253). The public review period for a Draft EIR is 45 days.
4. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental

effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).

7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination.** The lead agency must file a Notice of Determination (NOD) after deciding to approve a project for which an EIR is prepared (*CEQA Guidelines* Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (PRC Section 21167[c]).

Figure 1-1 Environmental Review Process



2 Project Description

This chapter describes the proposed project, including the project proponent, the project site and surrounding land uses, major project characteristics, project objectives, and discretionary actions needed for approval. As discussed in Chapter 1, *Introduction*, the project site has been closed to vehicular traffic since May 18, 2020, through a Temporary Outdoor Business Expansion Program, a Temporary Business Expansion Special Use Permit, and the Vehicle Code Section 21101 (a)(1). This chapter describes all changes occurring within the project site from existing conditions on the date the Notice of Preparation (NOP) was published (June 21, 2024). However, for the purposes of the environmental analysis, this Environmental Impact Report (EIR) uses an historical baseline of January 15, 2020, as the environmental baseline, prior to the initial closure of Main Street and California Street, prior to the statewide shelter-in-place order enacted in March 2020, and prior to the first confirmed case of COVID-19 in California to allow for a more robust and comprehensive analysis of potential environmental impacts associated with the project. Therefore, the impact analysis contained within each section of Chapter 4, *Environmental Impact Analysis*, is based upon proposed changes compared to the historical baseline of January 15, 2020.

2.1 Project Proponent

City of Ventura
Community Development Department
501 Poli Street
Ventura, California 93001

2.2 Lead Agency Contact Person

Jared Rosengren
City of Ventura, Planning Division
501 Poli Street
Ventura, California 93001
jrosengren@cityofventura.ca.gov

2.3 Project Location

The project site is located within a five-block portion of East Main Street and California Street in the city of San Buenaventura (Ventura), Ventura County, California. The project site, which is located entirely within existing City right-of-way (ROW), is relatively flat, and encompasses approximately 5.4 acres. The area surrounding the project site is fully developed with a variety of private businesses and public uses. The project site is regionally accessible from U.S. Highway 101 (Ventura Freeway) and State Route (SR-33) (Ojai Freeway), and locally accessible from North Ventura Avenue, Poli Street, and East Thompson Boulevard. Figure 2-1 shows the regional location of the project site, and Figure 2-2 shows the location of the site in its neighborhood context. The site is in an urban area, has been previously graded and developed, and is surrounded by roads and urban structures.

Figure 2-1 Regional Location



★ Project Location

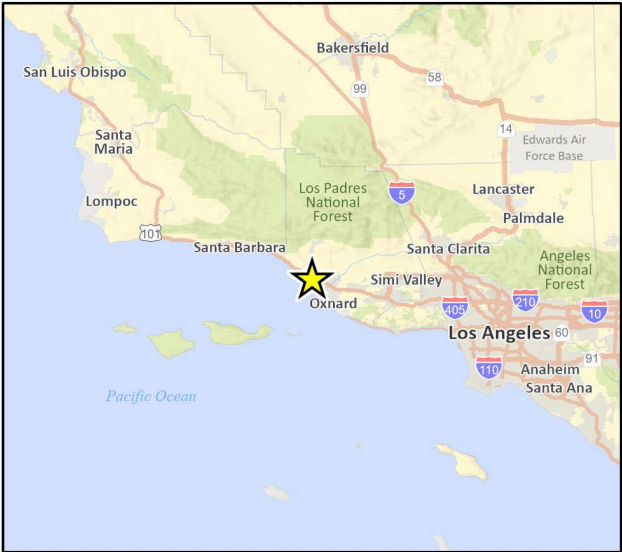


Figure 2-2 Project Site Location



22-13742 EPS
Fig 2-2 Project Site Location

2.4 Existing Site Characteristics

2.4.1 Current Land Use Designation and Zoning

The project site, consisting of paved city ROW, has been closed to vehicular traffic since May 18, 2020. The site is located within the Coastal Zone and within the Downtown Specific Plan (DTSP) area (City of Ventura 2007). The properties adjacent to the project site are currently zoned T5.1 (Neighborhood Center), T6.1 (Urban Core), and POS (Parks and Open Space), as defined by the City's Zoning Ordinance No. 2007-009 (City of Ventura 2020). According to Chapter 24.250 of the San Buenaventura Municipal Code (SBMC), both the T5.1 and T6.1 zones are intended to implement policies, standards, and guidelines in the DTSP by promoting buildings, renovations, and uses that facilitate dense commercial, retail, and mixed-use development. According to Chapter 24.250.180 of the SBMC, uses permitted in the Parks and Open Space zone include a variety of uses permitted by right in Article II of the DTSP, including parks and recreation services, and civic uses.

2.4.2 Surrounding Land Uses

The area surrounding the project site is fully developed with a variety of commercial retail businesses, restaurants, and public uses, including a public library. Mission Park, Eastwood Park, and the Museum of Ventura County are located adjacent to the western extent of the project corridor on Main Street near Figueroa Plaza. Plaza Park and a post office are located south of the eastern extent of the project corridor on the corner of Santa Clara Street and South Fir Street. City Hall is located north of the project corridor on Poli Street, perpendicular to North California Street. Approximately 10 public parking areas are located within one block of the project corridor.

2.4.3 Coastal Zone

The project is located in the Coastal Zone, as established by the California Coastal Commission (CCC). The CCC has planning, regulatory, and permitting responsibilities, in partnership with local governments, for development occurring within the Coastal Zone, an area along the coastline of California. The City of Ventura maintains a Local Coastal Program, a planning document identifying allowable development within the Coastal Zone that must be certified by the CCC. The LCP allows the City to issue Coastal Development Permits (CDP), which are required for development in the Coastal Zone. The project will require a CDP from the City of Ventura.

2.5 Project Characteristics

As discussed in Chapter 1, *Introduction*, the project site has been closed to vehicular traffic since May 18, 2020. The proposed Main Street Moves Project would result in the full-time, long-term closure of Main Street, from Fir Street to Figueroa Plaza; South California Street, from Main Street to the north side of the alleys located south of Main Street; and North California Street, from Main Street to the North California Street parking lot. The project would also result in the reopening of South California Street, south of the alleys, to vehicles traveling in both the northbound and southbound direction (refer to Figure 2-3). The current temporary closure configuration does not allow for access to either of the one-way alleys on South California Street. As the proposed project would close South California from the north side of the alleys, vehicular access to both alleys would be reopened as part of the proposed project. The full-time street closure would be accomplished by either promulgating a new resolution or ordinance pursuant to Section 21101 of the California

Vehicle Code, or by following the process delineated in the Pedestrian Mall Law. Either of these approaches would ultimately achieve the same overall condition of a full-time, long-term roadway closure, as analyzed throughout this EIR.

The full-time street closure would create a pedestrian-only environment within the roadway. Available parking spaces on South California Street south of the closure would revert to public parking managed by the Downtown Parking District. The project would retain the existing sidewalk, curb, and gutter configuration.

The project would result in the replacement of existing temporary traffic barriers, installed under the temporary closure, with semi-permanent removeable bollards, semi-permanent lift-assist bollards, and crash-rated planters to limit general traffic flow, while accommodating emergency vehicle access. Specifically, the project would result in up to:

- 51 semi-permanent bollards and 14 crash-rated planters installed at various intersections along Main Street between Fir Street and Figueroa Plaza to prevent eastbound and westbound traffic
- Eight semi-permanent bollards and two crash-rated planters installed on South California Street near the alleys south of Main Street to prevent northbound and southbound traffic
- Eight semi-permanent bollards and two crash-rated planters installed on North California Street at the North California Street parking lot to prevent northbound and southbound traffic
- Two semi-permanent bollards and two crash-rated planters installed in the sidewalk near the flag poles on the southern terminus of Figueroa Plaza, north of Santa Clara Street, as an additional safety measure to prevent vehicular traffic from accessing the closure area

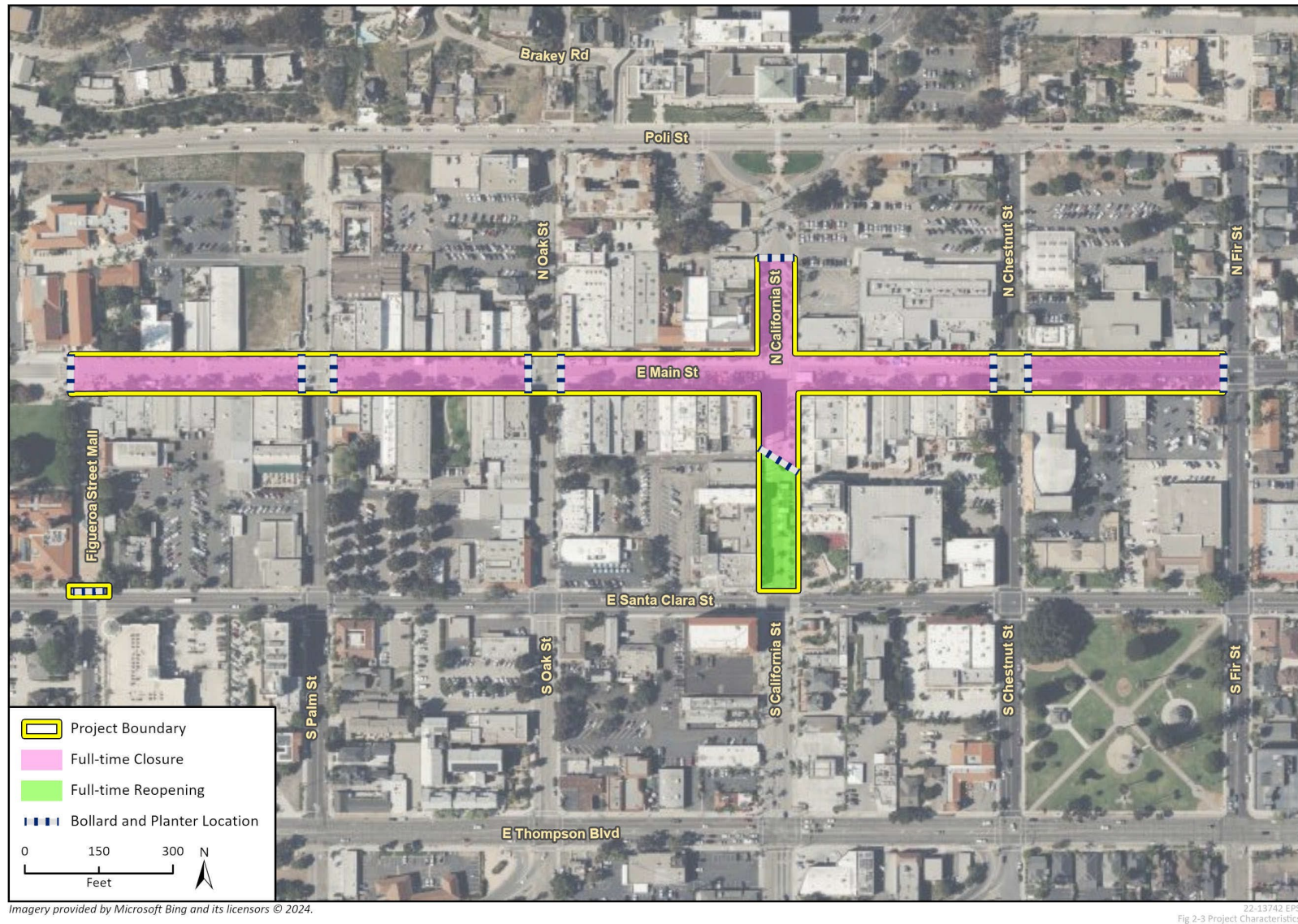
Bollard storage sleeves would also be installed within the project site to house the removable bollards when not in use, allowing for emergency vehicle access. Specifically, bollard sleeves would be located in the following areas:

- Four in the sidewalk near the southwestern corner of the Main Street and Figueroa Plaza intersections
- Five on Main Street at the edge of the project boundary near the intersection with Fir Street
- Five on North California Street at the edge of the project boundary
- Five on South California Street at the edge of the project boundary
- Eight on Main Street at the intersection with Oak Street
- Eight on Main Street at the intersection with Palm Street
- Eight on Main Street at the intersection with Chestnut Street

When the storage sleeves are not in use, a cap would be installed to keep the sleeves flush with the adjacent finished surface. Overall, up to 69 semi-permanent bollards, up to 20 crash-rated planters, and up to 43 bollard storage sleeves would be installed within the project site. Figure 2-3 depicts the general location of each semi-permanent bollard and planter location, along with the proposed change in roadway closure or reopening associated with the project.

Installation of the semi-permanent bollards and bollard sleeves is expected to occur over a six-week period. Installation would result in ground disturbance at a depth of up to 5.5 feet and a width of up to 3 feet, requiring a total of up to 205 cubic yards of excavation. Existing pavement would be demolished in some places within the project site to allow for construction of the bollard foundations.

Figure 2-3 Project Characteristics



The existing traffic signal at the intersection of South California Street and Santa Clara Street would return to full operation. Existing traffic signal equipment at the intersection of South California Street and Main Street and at the intersection of Figueroa Plaza and Main Street would be removed. The traffic signal poles at these two intersections would remain in place to support intersection lighting and utility service boxes. All other traffic signals along Main Street (at the intersections with Chestnut Street, Oak Street, and Palm Street) would be permanently modified to red flash operation, as they have been operating under the temporary closures.

The project would result in the permanent loss of up to 154 parking spaces on Main Street, the permanent loss of up to 12 parking spaces on South California Street, and the permanent loss of up to five parking spaces on North California Street, for a total loss of up to 171 parking spaces. There are 230 free on-street parking spaces and 209 paid on-street parking spaces that would remain open and accessible in the downtown area near the project corridor, in addition to the 10 off-street public parking areas within one block of the project corridor. No other physical changes would occur within the project site.

2.6 Project Objectives

The objectives for the proposed project are as follows:

- Enhance downtown vibrancy
- Create a fun and active destination for residents and visitors
- Increase accessibility to businesses and fitness opportunities on Main Street for individuals with disabilities by providing a space to enjoy downtown free from vehicular traffic
- Enhance opportunities for public art
- Provide a venue for community events (such as the weekly Farmers' Market)
- Promote pedestrian activity
- Support low- and moderate-income residents by providing an attraction and event venue with fitness opportunities in proximity to nearby residences, thus reducing the transportation barriers to participating in community events

2.7 Required Approvals

The City of Ventura is the lead agency with responsibility for approving the project. The project would not require regulatory permits from the United States Army Corps of Engineers, the Regional Water Quality Control Board, or the California Department of Fish and Wildlife, as there would be no modifications to aquatic features or impacts to jurisdictional Waters of the State or Waters of the United States. However, the following permits and approvals would be required to support the project:

- An encroachment permit would be required for pavement demolition, bollard foundation construction, and bollard installation within city ROW.
- A building permit would be required for the construction of the bollard foundations and associated pavement work.
- A CDP would be required for development in the Coastal Zone.

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3 Environmental Setting

This chapter provides a general overview of the environmental setting for the proposed project. More detailed descriptions of the environmental setting for each environmental issue area can be found in Chapter 4, *Environmental Impact Analysis*.

3.1 Regional Setting

The project site is located in the city of Ventura, which is approximately 30-miles northwest of the city of Los Angeles on the southern coast of California. Specifically, the project site is in the northwestern portion of the city, approximately 0.2-mile north of U.S. Highway 101 (Ventura Freeway) and approximately 0.4-mile north of the Pacific Ocean. Figure 2-1 in Chapter 2, *Project Description*, depicts the location of the project site in the region, while Figure 2-2 depicts the location of the project site in relationship to the surrounding neighborhood.

Downtown Ventura is made up of a grid system of east-west and north-south roadways, including arterials, collectors, and local streets, which provide vehicular access throughout the city. Major roadways include Main Street, East Thompson Boulevard, East Harbor Boulevard, North Ventura Avenue, and South Seaward Avenue. The closest freeways are U.S. Highway 101 (Ventura Freeway), State Route (SR-126) (Santa Paula Freeway), and SR-33 (Ojai Freeway). U.S. Highway 101 (Ventura Freeway) provides regional access to the project site.

The Mediterranean climate of the region and the coastal influence produce moderate temperatures year-round, with rainfall concentrated in the winter months. Although air quality in the area has steadily improved in recent years, Ventura County remains a nonattainment area for ozone (urban smog) (United States Environmental Protection Agency [USEPA] 2022).

3.2 Project Site Setting

The five-block portion of Main Street and California Street within the project site is approximately 0.5 mile in length. The project site is primarily occupied by commercial retail businesses, restaurants, and public uses, including a public library. Mission Park, Eastwood Park, and the Museum of Ventura County are located adjacent to the western extent of the project site on Main Street near Figueroa Plaza. Plaza Park and a post office are located south of the eastern extent of the project site on the corner of Santa Clara Street and South Fir Street. The San Buenaventura City Hall is located north of the project site on Poli Street, across from North California Street. 10 off-street public parking areas are located within one block of the project site.

The project site is located within the Coastal Zone and within the Downtown Specific Plan (DTSP) area (City of Ventura 2007). The project site is located entirely within existing city ROW. The properties adjacent to the project site are currently zoned T5.1 (Neighborhood Center), T6.1 (Urban Core), and POS (Parks and Open Space), as defined by the City's Zoning Ordinance No. 2007-009 (City of Ventura 2020). According to Chapter 24.250 of the SBMC, both the T5.1 and T6.1 zones are intended to implement policies, standards, and guidelines in the DTSP by promoting buildings, renovations, and uses that facilitate dense commercial, retail, and mixed-use development. According to Chapter 24.250.180 of the SBMC, uses permitted in the Parks and Open Space zone

include a variety of uses permitted by right in Article II of the DTSP including parks and recreation services, and civic uses.

3.3 Environmental Baseline

As described in Chapter 1, *Introduction*, for the purpose of this EIR, the environmental baseline is January 15, 2020, prior to the initial closure of Main Street and California Street, prior to the statewide shelter-in-place order enacted in March 2020, and prior to the first confirmed case of COVID-19 in California. This baseline is appropriate as it allows for a more robust and comprehensive analysis of potential environmental impacts, and it allows for a thorough assessment of impacts based on normal conditions in the project site. This historical baseline differs from the true existing conditions in the project site. Currently, Main Street is closed from Fir Street to Figueroa Plaza; and South California Street is closed from Main Street to Santa Clara Street. Temporary (above-ground) traffic barriers are located at all intersections in the project site, and the traffic signal at the intersection of South California Street and Santa Clara Street and traffic signals along Main Street within the project site are modified to flash. Chapter 2, *Project Description*, describes the project features as compared to true existing conditions on the date the NOP was published (June 21, 2024). The impact analysis in Chapter 4, *Environmental Impact Analysis*, is based upon the proposed changes in comparison to the historical baseline of January 15, 2020. The setting subsection of each environmental impact analysis section (Section 4.1 through Section 4.14) will describe the relevant baseline conditions specific to each environmental topic to facilitate an analysis of the potential impacts related to that environmental topic. These baseline conditions, defined as the environmental baseline throughout this EIR, are not the same as the true existing conditions in the project site. For further discussion of the environmental baseline used in this EIR, refer to Chapter 1, *Introduction*.

3.4 Cumulative Development

In addition to the specific impacts of individual projects, CEQA requires EIRs to consider potential cumulative impacts of the proposed project. CEQA defines *cumulative impacts* as two or more individual impacts that, when considered together, are substantial or will compound other environmental impacts. Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, noise impacts of two nearby projects may be less than significant when analyzed separately but could have a significant impact when analyzed together. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

CEQA requires cumulative impact analysis in EIRs to consider either a list of planned and pending projects that may contribute to cumulative effects or a forecast of future development potential. Current planned and pending projects, and projects constructed between January 2020 (the environmental baseline) and June 21, 2024 (the date the NOP was published) in the vicinity of the Main Street Moves project site are listed in Table 3-1.¹ These projects are considered in the cumulative analyses in Chapter 4, *Environmental Impact Analysis*. Constructed projects, planned projects, and pending projects between SR-33 (Ojai Freeway) and the city boundary to the west, Seaward Avenue to the east, U.S. Highway 101 (Ventura Freeway) to the south, and the hillside

¹ Cumulative project details were sourced from the City of Ventura's Current Development Projects mapper (City of Ventura 2024), and through direct coordination with city planning staff.

along the city boundary to the north are included in the cumulative list in Table 3-1. This cumulative project area is reasonable, because SR-33 (Ojai Freeway), Seaward Avenue, and U.S. Highway 101 (Ventura Freeway) are the primary thoroughfares for access to downtown Ventura and the Main Street Moves site. Cumulative projects occurring outside this boundary would be less likely to contribute to vehicle trips, air quality emissions, noise generation, or other environmental conditions within the project site.

Table 3-1 Cumulative Projects List

Project No.	Project Name	Project Location	Project Description	Status
1	Main Street Moves License Agreement and Fee Structure Program	Main Street and California Street	Program allowing for ministerial approval of permanent outdoor structures on Main Street and California Street that comply with Citywide Parklet Design Guidelines and Standards, comprising of a base yearly fee, maintenance and infrastructure charges, Net Zero amortization, and parking in-lieu fees	Approved
2	PROJ-23-0262 Cedar Street Apartments	Northeast corner of Cedar Street and Kellogg Street	96-unit apartment development	Under Review
3	PROJ-11817 Kellogg Apartments	58 Kellogg Street	23-unit, two-story multi-family development	Construction Complete
4	PROJ-13914 Chapman Apartments	95 East Ramona Street	Addition of four residential units to an existing four-unit apartment building	Under Review
5	PROJ-24-0491 72 West Ramona Multifamily Building - Under Review	72 West Ramona Street	Addition of three residential units and four accessory dwelling units to an existing multi-family development	Under Review
6	PROJ-15272 180 West Ramona St	180 West Ramona Street	Addition of four residential units to an existing 12-unit apartment building	Entitled
7	PROJ-13658 House Sheridan	637 Sheridan Way	10-unit apartment development with 13 parking spaces	Entitled
8	PROJ-03865 Garden Street Lofts	211 North Garden Street	28-unit residential condominium development with ground floor commercial space	Under Construction
9	PROJ-14897 141 North Ventura Avenue Renovation	141 North Ventura Avenue	Renovations to an existing commercial building for two retail suites and nine residential units	Entitled
10	PROJ-12080 Garden Estates	32 South Garden Street	Addition of two, three-story apartment buildings with 11 units and conversion of two existing apartments to low-income units within a seven building, 48-unit apartment complex	Entitled
11	PROJ-23-0466 Garden Street Apartments Amendment	102 North Garden Street	Modification of an approved entitlement to allow a four-story mixed-use residential project with six ground floor live-work units, 23 residential units, 30 pedestal parking spaces, and a roof deck	Under Review

City of Ventura
Main Street Moves

Project No.	Project Name	Project Location	Project Description	Status
12	PROJ-5085 Ventura Downtown Housing	20 East Santa Clara Street, along Junipero Street between East Santa Clara Street and East Thompson Boulevard	255-unit multi-family development consisting of Stacked Dwelling and Mansion building types ranging from three to five stories high	Entitled
13	PROJ-22-0092 Two Eleven	211 East Thompson Boulevard	Six-story, 115,500 sf mixed-use building with 94 dwelling units, including 13 very low-income affordable units, 3,150 sf of ground floor commercial space, and 96 parking spaces	Entitled
14	PROJ-15091 83 Palm Street	83 South Palm Street	Re-use of an existing commercial building including a new ground floor cafe and outdoor patio, new office space, and new third floor rooftop restaurant and outdoor patio	Under Review
15	PROJ-8105 Anacapa Court	299 East Main Street	24-unit condominium development, including four affordable units with 3,850 sf of commercial space	Entitled
16	PROJ-23-0289 333 Poli Street	333 Poli Street	Four-unit multi-family development	Under Review
17	PROJ-15382 405 Poli Street Triplex	405 Poli Street	Three-unit residential development	Entitled
18	PROJ-15149 Poli Housing	462 Poli Street	Two to three story courtyard building development with 17 condominium units	Under Review
19	PROJ-15290 Mission Apartments	79-97 Oak Street	Exterior and interior improvements to an existing two-story, mixed-use building	Under Construction
20	PROJ-11791 California Street Mixed Use	45 South California Street	Four-story development with 27 single-occupancy units and retail	Under Review
21	PROJ-23-0315 Downtown Portland Loo	74 South California Street	Installation of a prefabricated, 63 sf public restroom	Entitled
22	PROJ-15391 Park Plaza	701 East Santa Clara Street	Five-story, mixed-use development with 87 residential units, including seven affordable units, two live/work units, 2,407 sf of commercial space, and subterranean parking	Under Review
23	PROJ-13740 Hawaiian Village	998 Church Street	Five building, 64-unit multi-family residential development with 80 parking spaces	Entitled
24	PROJ-11616 Sudden House Row Houses	825 East Front Street	Three new three-story rowhouses behind the two-story Robert Sudden landmark	Under Review
25	PROJ-14570 Front and Kalorama	935 East Front Street	Four-story residential development with 88 residential units, including 12 low-income and two moderate-income units, and 71 parking spaces in a podium parking structure	Entitled

Project No.	Project Name	Project Location	Project Description	Status
26	PROJ-10148 Front Street Mixed Use	275 East Laurel Street	Four-story mixed-use development with 46 residential units, including five low-income affordable units, 6,384 sf of ground floor commercial space, and 84 parking spaces in a podium parking structure	Entitled
27	PROJ-12046 Laurel Courts	1028 East Front Street	Three and a half-story mixed-use development with 46 residential units, including one very-low, two low-, and two moderate-income units, 6,552 sf of commercial space, and podium parking	Entitled
28	PROJ-13853 Waypoint Expansion	398 South Ash Street	Expansion of an existing recreational vehicle facility to add 12 new trailers and new landscaping	Under Review
29	PROJ-7224 Sanjon Village/The Pearl	Southwest Corner Thompson Boulevard and Sanjon Road	33-unit residential condominium development	Construction Complete
30	PROJ-1126 Hemlock Apartments	264 Hemlock Street	Three-story 23-unit residential courtyard apartment building development	Under Construction
31	PROJ-15341 Meta Apartments	1279 Meta Street	Three-story, seven-unit side court housing development	Under Review
32	PROJ-23-0484 1216 East Santa Clara Street Apartments	1216 East Santa Clara Street	41-unit affordable public housing development with a community room and 30 podium parking spaces	Entitled
33	PROJ-14608 Pacific Wave	1342 East Thompson Boulevard	Three-story mixed-use development with eight residential units and 1,900 sf of ground floor commercial space	Entitled
34	PROJ-7910 Thompson Village	1570 East Thompson Boulevard	29-unit multi-family condominium development	Construction Complete
35	PROJ-6018 World Oil Mixed-Use	1571 East Main Street	Two-story mixed-use development with three live-work units	Construction Complete
36	PROJ-14602 Main Street Mixed Use	1718 East Main Street	Two building development with two commercial spaces and nine apartments	Entitled
37	PROJ-10084 Thom-Cruz	1926 Thompson	12-unit multi-family residential development	Entitled
38	PROJ-22-0194 Ocean Avenue Apartments	1829 Ocean Avenue	Three-story multi-family residential development with 19 units and two accessory dwelling units with subterranean parking	Under Review
39	PROJ-00687 Villa San Clemente	2170 East Main Street	Mixed-use development consisting of commercial retail on the ground floor and 10 residential condominiums	Construction Complete
40	PROJ-04543 2200 East Main Street	2200 East Main Street	Mixed-use development consisting of 3,500 sf of ground floor commercial retail and 26 residential condominium units, including two affordable units	Construction Complete
41	Cora Apartments	160 South Ventura Avenue	Four-story, 88-unit apartment development	Constructed

City of Ventura
Main Street Moves

Project No.	Project Name	Project Location	Project Description	Status
42	Kalthom Building Apartments	214 South Kalorama Street	45-unit apartment development	Constructed
43	Hotel San Buena	11 South Ash Street	32-unit hotel development	Constructed
sf = square foot/square feet				

4 Environmental Impact Analysis

This chapter discusses the possible environmental effects of the Main Street Moves Project. A *significant effect* as defined by the *California Environmental Quality Act (CEQA) Guidelines* Section 15382 is:

a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The assessment of each issue area begins with a discussion of the baseline condition related to the issue, which is followed by the impact analysis. As discussed in Chapter 1, *Introduction*, the project site has been closed to vehicular traffic since May 18, 2020, through a Temporary Outdoor Business Expansion Program, a Temporary Business Expansion Special Use Permit, and the Vehicle Code Section 21101 (a)(1). Chapter 2, *Project Description*, describes all changes occurring within the project site from existing conditions on the date the Notice of Preparation was published (June 21, 2024). However, for the purposes of the environmental analysis, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020, as the environmental baseline, prior to the initial closure of Main Street and California Street, prior to the statewide shelter-in-place order enacted in March 2020, and prior to the first confirmed case of COVID-19 in California to allow for a more robust and comprehensive analysis of potential environmental impacts associated with the project. Therefore, the impact analysis contained within each section of Chapter 4, *Environmental Impact Analysis*, is based upon the changes occurring within the project site from the historical baseline of January 15, 2020. For further discussion of the environmental baseline used in this EIR, refer to Chapter 1, *Introduction*, and Chapter 3, *Environmental Setting*.

In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the City and other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the *CEQA Guidelines*.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under Section 15091 of the *CEQA Guidelines*.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other planned and pending projects in the area listed in Chapter 3, *Environmental Setting*. The *Executive Summary* of this EIR summarizes all impacts and mitigation measures that apply to the proposed project.

The project description and subsequent environmental analysis provided herein represents the most impactful assessment of project design and includes the broadest potential impacts of project implementation. Any alternative design options would be considered less extensive and would result in reduced environmental impacts.

4.1 Aesthetics

4.1.1 Setting

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report uses a historical baseline of January 15, 2020, as the basis for analysis and impact determination. For the purpose of this aesthetic impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

The project site is located within a five-block portion of East Main Street and California Street. The site is in an urban area, has been previously graded and developed, and is surrounded by urban structures. The areas adjacent to the project site are fully developed with a variety of private businesses and public uses. Views of historic buildings, such as San Buenaventura City Hall and the Mission Basilica San Buenaventura, views of Mission Park, and views of the hillsides north of Main Street are intermittent from within the project site (City of Ventura 2005). Eastwood Park and the Museum of Ventura County are also located adjacent to the western extent of the project corridor on Main Street near Figueroa Plaza.

b. Scenic Resources

Most communities identify scenic resources as important assets that form community identity. Scenic resources can be natural or human-made features such as trees, rock formations, historic buildings, and public art. The hills of the Transverse Range rise 1,200 feet above the city of Ventura, creating an important visual backdrop that frames the city and provides scenic vistas for residents and visitors. The hillsides, which are the only designated scenic resource in the 2005 Ventura General Plan, are located approximately 0.2-mile north of the project site. Views of the hillside are intermittent and partially obstructed due to the intervening development along Main Street and California Street.

c. Scenic Vistas and Views

A scenic vista provides views of an aesthetically valued landscape that benefit the public. The term “vista” generally implies an expansive view, usually from an elevated point or open area. A scenic vista may be officially designated or unofficially defined by a set of criteria. Ridgelines are one of the most prominent features of a landscape, and they offer the greatest opportunity for panoramic vistas, sometimes with a 360-degree viewshed that extends far into the distance.

Scenic vistas within the city are provided from the nearby hillsides (City of Ventura 2005). Views of the coastline are also provided via several local roadways. The following roadways located within 1 mile of the project site are identified within the 2005 General Plan (City of Ventura 2005) as scenic routes:

- State Route 33 (SR-33) (Ojai Freeway)
- U.S. Highway 101 (Ventura Freeway)
- Fairgrounds Loop
- Ferro Drive

- Figueroa Street
- Main Street
- Poli Street/Foothill Road
- Summit Drive

Most of the project site is located along Main Street, an identified scenic route. Poli Street, also an identified scenic route, is located one block north of the project site and is intermittently visible from intersections along Main Street.

d. Scenic Highways

California's Scenic Highway Program designates scenic highways with the intention of protecting these corridors from change that would diminish the aesthetic value of adjacent lands. A highway is designated as an eligible scenic highway when the California Department of Transportation (Caltrans) determines that the roadway corridor qualifies for official status. The status changes to an officially designated scenic highway when the local governing body applies for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated by Caltrans (Caltrans 2024). The approved Corridor Protection Program must remain in compliance with Section 260 through Section 263 of the Streets and Highways Code, which governs the State Scenic Highway Program to maintain official scenic highway status.

There are two eligible scenic highways within the project vicinity: SR-33 (Ojai Freeway) and U.S. Highway 101 (Ventura Freeway). However, neither route has been officially designated. SR-33 (Ojai Freeway) is located 0.4-mile west of the project site, and U.S. Highway 101 (Ventura Freeway) is located 0.2-mile south of the project site (Caltrans 2024). The project site is not visible from either highway, nor is either highway visible to pedestrians or vehicles traveling within the project site.

e. Light and Glare

Existing sources of light and glare in the project vicinity are primarily associated with urban development and existing activity. Sources of light include exterior and interior building lighting, illuminated signs, streetlights, and traffic signals. Sources of glare include windows, reflective building materials, and parked vehicles. Mobile sources of light and glare are primarily associated with vehicle headlights, vehicle windows, and vehicle exteriors.

While most features contributing to glare are human made, some sources of glare can be natural in the form of water surfaces, such as the Pacific Ocean. The Pacific Ocean serves as a large source of glare, which can vary in intensity based on weather/atmospheric conditions (e.g., a sunny versus a foggy day). The project site is located approximately 0.3-mile inland from the Pacific Ocean and intervening development eliminates glare from the ocean within the project site.

4.1.2 Regulatory Setting

a. State

State Scenic Highway Program

The State Scenic Highway Program, established in 1963, designates scenic highways with the intention of protecting these corridors from change that would diminish the aesthetic value of adjacent lands. These designated highways require special conservation treatment in relation to

surrounding land use development. Caltrans manages the State Scenic Highway Program and defines a scenic highway as any freeway, highway, road, or other public right-of-way (ROW), that traverses an area of exceptional scenic quality. Suitability for designations as a State Scenic Highway is based on the vividness, intactness, and unity of their view corridors, as described in Caltrans' Scenic Highway Guidelines (Caltrans 2019):

- **Vividness** is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer.
- **Intactness** is the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading).
- **Unity** is the extent to which development is sensitive to and visually harmonious with the natural landscape.

California Green Building Code

The California Green Building Code, California Code of Regulations Part 11, Title 24, Section 5.106.8, stipulates that new lighting must conform to standards that keep light generated on-site from leaving the site by using reflectors, shields, screen walls, and any other method which complies with the Code's intent to limit light pollution.

California Coastal Act

Section 30251 of the California Coastal Act states the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.

b. Local Regulations

City of Ventura General Plan

The City of Ventura General Plan (2005) addresses growth, development and conservation throughout the city. The 2005 Ventura General Plan contains visual resource policies intended to preserve the city's community characteristics. The following policies and actions from Chapter 3, *Our Well Planned and Designed Community*, and Chapter 4, *Our Accessible Community*, are relevant to the project.

Policy 3A: Sustain and complement cherished community characteristics.

Action 3.2: Enhance the appearance of districts, corridors, and gateways (including views from highways) through controls on building placement, design elements, and signage.

Action 3.3: Require preservation of public view sheds and solar access.

Action 3.6: Expand and maintain the City's urban forest and thoroughfare landscaping, using native species, in accordance with the City's Park and Development Guidelines and Irrigation and Landscape Guidelines.

Policy 4D: Protect views along scenic routes.

Downtown Specific Plan

The *Downtown Specific Plan* (DTSP, 2007) addresses the development and design of the Downtown area. The following goals and policies are relevant to the project.

Policy 1C: Preserve and enhance public views of the oceans, mountains, and culturally significant buildings such as San Buenaventura Mission and City Hall.

Policy 1G: Coordinate private development and public improvements to facilitate a coherent and attractive urban neighborhood in the west-side area of Downtown.

Goal 3: Maintain and enhance public features such as parks, streetscapes and open spaces. Provide access to natural areas, including the hillsides and Ventura River and re-connect Downtown to the ocean. Encourage development and events that activate the public realm.

San Buenaventura Municipal Code

TREE PROTECTION

The City has an ordinance for the protection of trees within its jurisdiction. Chapter 20.150 of the San Buenaventura Municipal Code (SBMC) sets forth tree removal permit requirements and conditions. As a condition of permit approval, an applicant seeking to remove a protected tree from a property within City jurisdiction is required to replace the tree with another tree as determined by the City's approved street tree list. The proposed project does not include the removal or trimming of street trees.

DESIGN GUIDELINES

SBMC Section 24.600.470, *Block and street regulations*, determine the requirements for the provision, configuration and design of new streets. They are meant to enhance the connectivity of the street network, to create safe and attractive streetscape environments, and to encourage walking to and within the plan area.

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

This assessment of aesthetic impacts involves a qualitative analysis. Reactions to the same aesthetic conditions vary according to the viewer. This evaluation compares the baseline visual character of the project site and vicinity (as described above in Section 4.1.1, *Setting*) to the visual environment after implementation of the proposed project.

According to Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, impacts related to aesthetics would be significant if the proposed project would:

1. Have a substantial adverse effect on a scenic vista
2. Substantially damage scenic resources, including, but not limited to, unique mature trees, unique rock outcroppings, and historic buildings within a state scenic highway

3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from 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
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project have a substantial adverse effect on a scenic vista?
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Impact AES-1 **THERE ARE NO SCENIC VISTAS AVAILABLE FROM THE PROJECT SITE, AND INTERVENING DEVELOPMENT OBSTRUCTS VIEWS OF NEARBY HILLSIDES. THEREFORE, THE PROPOSED PROJECT WOULD HAVE A LESS THAN SIGNIFICANT IMPACT ON SCENIC VISTAS.**

The hillsides north of the project site, which are a designated scenic vista in the City's 2005 General Plan, are intermittently visible from the project site. However, intervening development along Main Street and additional development north of the project site block views of the hillsides for motorists and pedestrians traveling along Main Street and California Street. Main Street is identified as a scenic route within the 2005 General Plan. The project site is located along the portion of Main Street between Fir Street and Figueroa Plaza. The project's historical environmental baseline includes diagonal parking on both sides of Main Street. Main Street is also lined by commercial, retail, and restaurant uses, public uses, and street trees.

The proposed project would result in the full-time closure of portions of Main Street and California Street to vehicular traffic, and would involve the installation of bollards, bollard sleeves, and planters, and the removal of some traffic signal equipment from utility poles. These minor improvements within the corridor would not obstruct or substantially alter existing views of the hillsides. Implementation of the proposed project would allow for pedestrian views of and from Main Street within the project site. Motorists would no longer have vehicular access to views of this portion of Main Street within the project site. However, the project would encourage motorists to disembark from their vehicles and experience the views of and from Main Street as pedestrians. Furthermore, motorist views of Main Street would still be intermittently available from intersections along Main Street looking east and west, intersections along Poli Street looking south, and intersections along Santa Clara Street looking north.

While the project involves minor alterations within the Main Street corridor, it preserves pedestrian views and enhances the experience of the scenic corridor by encouraging pedestrian access. As such, the project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2: Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-2 THERE ARE NO ELIGIBLE OR DESIGNATED STATE SCENIC HIGHWAYS LOCATED WITHIN THE PROJECT SITE. THE PROJECT WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES WITHIN A STATE SCENIC HIGHWAY. NO IMPACT WOULD OCCUR.

As noted in Section 4.1.1, *Setting*, no officially designated scenic highways are located within the project site. There are two eligible scenic highways, SR-33 (Ojai Freeway) and U.S. Highway 101 (Ventura Freeway), located 0.4-mile west and 0.2-mile south of the project site, respectively (Caltrans 2024). Due to the project's distance from these eligible scenic highways and intervening development, the minor physical alteration of the project site (installation of safety bollards, bollard sleeves, and planters, and removal of some traffic signal equipment) would not result in damage to scenic resources such as trees, rock outcroppings, or historic buildings within a State Scenic Highway. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

Threshold 3: Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact AES-3 THE PROPOSED PROJECT IS IN AN URBANIZED AREA. THE PROJECT WOULD NOT CONFLICT WITH APPLICABLE ZONING OR OTHER REGULATIONS GOVERNING SCENIC QUALITY. NO IMPACT WOULD OCCUR.

CEQA Guidelines Section 15387 defines an *urbanized area* as a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated area having a population density of at least 1,000 persons per square mile. According to the California Department of Finance (DOF), the city of Ventura has a population of 107,569 as of January 1, 2024 (DOF 2024). As such, the city meets the definition of an urbanized area. The project site, consisting of paved city ROW, is located in an urbanized area within the Coastal Zone and within the DTSP area (City of Ventura 2007).

Consistent with Policy 3A and associated actions in the city's 2005 General Plan, the proposed project would not result in physical modifications that would alter the character of the Main Street corridor and would not result in removal of street trees that would affect thoroughfare landscaping within the city. The proposed project would not alter views of the San Buenaventura Mission and San Buenaventura City Hall, as it would not result in physical alterations beyond installation of safety bollards, bollard sleeves, and planters, and removal of some traffic signal equipment; as such, the proposed project would be consistent with DTSP Policy 1C, which seeks to preserve and enhance public views of these culturally significant buildings (City of Ventura 2007). The project would also be consistent with Policy 1G of the DTSP, which seeks to facilitate a coherent and

attractive urban neighborhood, as it would create a coherent walkable area (City of Ventura 2007). Consistent with Goal 3 of the DTSP, the project would promote walking through the Downtown area and would highlight the existing streetscape along Main Street through the removal of vehicular traffic within the project site, which may otherwise obstruct pedestrian views (City of Ventura 2007). The proposed project would not obstruct views to and along the ocean, nor would it alter a natural landform. As such, the project would comply with the requirements of Section 30251 of the California Coastal Act.

The proposed project would not result in the removal of street trees along the project site. In the unanticipated event that a street tree would require removal to accommodate a safety bollard, bollard sleeve, or planter, the project would be required to comply with Chapter 20.150 of the SBMC, including tree replacement. In addition, consistent with SBMC Section 24.600.470, because the project would close portions of Main Street and California Street to vehicular traffic, the proposed project would create a safe and attractive streetscape environment that would encourage walking within the Downtown area.

Overall, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

Threshold 4: Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Impact AES-4 THE PROPOSED PROJECT WOULD NOT INTRODUCE NEW SOURCES OF LIGHT OR GLARE TO THE PROJECT AREA. RATHER, THE PROJECT WOULD REDUCE EXISTING SOURCES OF LIGHT AND GLARE DUE TO THE REMOVAL OF VEHICLES AND TRAFFIC SIGNALS FROM WITHIN THE PROJECT AREA. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The project site is in a dense urban area of Downtown with moderate to high levels of existing lighting. As described in Section 4.1.1(d), *Light and Glare*, sources of light within the project site include interior and exterior building lighting, illuminated signs, streetlights, traffic signals, and vehicle headlights. Sources of glare include shopfront building materials and windows, parked vehicles, and moving vehicles.

The proposed project does not include the addition of street lighting. The project would reduce existing sources of light and glare within the project site as vehicles would be prohibited from traveling through Main Street and portions of California Street, and some traffic signal equipment would be removed. Light and glare from interior and exterior building lighting, illuminated signs, shopfront building materials, and windows would remain consistent with existing conditions. Impacts related to light and glare would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.1.4 Cumulative Impacts

The geographic scope for cumulative impacts to aesthetics is the portion of the Downtown Ventura surrounding the project site. This geographic scope is appropriate because views of the project site, views of scenic vistas from the project site, and potential lighting or glare associated with cumulative development in this area could collectively contribute to a cumulative impact in the project's vicinity.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, could result in substantial impacts to public viewsheds or scenic vistas given the proposed massing and heights of structures, or the proposed locations within developed areas with comparable structures. Cumulative projects would undergo design review to maintain consistent building heights and siting, or environmental review to mitigate impacts to the extent feasible. Therefore, cumulative impacts to public viewsheds and vistas would be less than significant, and the project would not contribute to a significant cumulative impact.

Eligible scenic highways traverse the city in some areas, notably 0.4-mile south and 0.4-mile west of the project site. Distance and intervening development obstruct views from eligible scenic highways toward the Downtown area. Cumulative development would be required to adhere to applicable zoning and development regulations and applicable General Plan policies to ensure consistent development near scenic highways and avoid potential damage to scenic resources within a scenic highway. Discretionary projects would undergo environmental and design review, including consideration of whether the projects would affect visual resources within a State Scenic Highway. With this project-specific review and mitigation, cumulative impacts to scenic resources along state scenic highways would be less than significant, and the project would not contribute to a significant cumulative impact.

Cumulative development within the Downtown area would be required to comply with applicable zoning and development regulations, General Plan policies, and Specific Plan policies. Compliance with the aforementioned plans and regulations would mitigate environmental impacts where feasible. Additionally, individual development would undergo environmental review where required, including consideration of whether the projects would conflict with applicable zoning or other regulations governing scenic quality. With these considerations prior to project approval, cumulative impacts related to a conflict with applicable zoning and other regulations governing scenic quality would be less than significant, and the project would not contribute to a significant cumulative impact.

An increase in light and glare could become cumulatively significant as the cumulative project area continues to be built out due to an increase in exterior and interior building lighting, illuminated signs, and reflective building materials. However, the project does not propose development of new buildings or structures that would contribute to these sources of light and glare. Therefore, the project would not result in a considerable contribution to cumulative impacts related to light and glare.

4.2 Air Quality

4.2.1 Setting

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020, as the basis for analysis and impact determination. For the purpose of this air quality impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Local Climate and Meteorology

The project site is in the Ventura County portion of the South Central Coast Air Basin (Basin), which is comprised of Ventura, Santa Barbara, and San Luis Obispo counties. The regional climate in the Basin 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 causes air pollutants to be 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 which causes pollutants to remain in the Basin for several days. Air quality in the Basin is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry.

Air pollutant emissions in the Basin are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

c. Air Pollutants of Primary Concern

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter with diameters 10 micrometers and smaller (PM₁₀), particulate matter with diameters 2.5 micrometers and smaller (PM_{2.5}), sulfur dioxide (SO₂), and lead. Ozone (O₃) is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_x). The following subsections describe the characteristics, sources, and health and atmospheric effects of criteria air contaminants.

Carbon Monoxide

CO is a localized pollutant found in high concentrations only near its source. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic's incomplete combustion of petroleum fuels. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Other sources of CO include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces during the winter. When CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability to get oxygenated blood to their hearts in situations where they need more oxygen than usual. As a result, they are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina (United States Environmental Protection Agency [USEPA] 2024a).

Nitrogen Dioxide

NO₂ is a by-product of fuel combustion. The primary sources of NO₂ are motor vehicles, industrial boilers, and furnaces. The principal form of NO_x produced by combustion is NO, but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂, commonly called NO_x. NO₂ is a reactive, oxidizing gas and an acute irritant capable of damaging cell linings in the respiratory tract. Breathing air with a high concentration of NO₂ can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, children, and the elderly are generally at greater risk for the health effects of NO₂. NO₂ absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of O₃/smog and acid rain (USEPA 2022).

Particulate Matter

PM₁₀ and PM_{2.5} are comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mist. Both PM₁₀ and PM_{2.5} are emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. The atmosphere, through chemical reactions, can form particulate matter. The characteristics, sources, and potential health effects of PM₁₀ and PM_{2.5} can be very different. PM₁₀ is generally associated with dust mobilized by wind and vehicles. In contrast, PM_{2.5} is generally associated with combustion processes and formation in the atmosphere as a secondary pollutant through chemical reactions. PM₁₀ can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, and surface soiling. For PM_{2.5}, short-term exposures (up to 24 hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases (California Air Resources Board [CARB] 2022c).

Sulfur Dioxide

SO₂ is included in a group of highly reactive gases known as sulfur oxides (SO_x). The largest sources of SO₂ emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO₂ emissions include industrial processes such as

extracting metal from ore and burning fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Short-term exposures to SO₂ can harm the human respiratory system and make breathing difficult. People with asthma, particularly children, are sensitive to these effects of SO₂ (USEPA 2024a).

Lead

Lead is a metal found naturally in the environment, as well as in manufacturing products. The major sources of lead emissions historically have been mobile and industrial. However, due to the USEPA's regulatory efforts to remove lead from gasoline, atmospheric lead concentrations have declined substantially over the past several decades. The most dramatic reductions in lead emissions occurred before 1990 due to the removal of lead from gasoline sold for most highway vehicles. Lead emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least partly due to national emissions standards for hazardous air pollutants (USEPA 2013). As a result of phasing out leaded gasoline, metal processing is currently the primary source of lead emissions. The highest lead level in the air is generally found near lead smelters. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular system, depending on exposure. Lead exposure also affects the oxygen-carrying capacity of blood. The lead effects most likely encountered in current populations are neurological in children. Infants and young children are susceptible to lead exposures, contributing to behavioral problems, learning deficits, and lowered intelligence quotient (USEPA 2024a).

Ozone

O₃ is a highly oxidative unstable gas produced by a photochemical reaction (triggered by sunlight) between NO_x and reactive organic compounds (ROC), also referred to as volatile organic compounds (VOC) or ROG.¹ VOC is composed of non-methane hydrocarbons (with specific exclusions), and NO_x is composed of different chemical combinations of nitrogen and oxygen, mainly NO and NO₂. NO_x is formed during the combustion of fuels, while ROG is formed during the combustion and evaporation of organic solvents. As a highly reactive molecule, O₃ readily combines with multiple different atmosphere components. Consequently, high O₃ levels tend to exist only while high VOC and NO_x levels are present to sustain the O₃ formation process. Once the precursors have been depleted, O₃ levels rapidly decline. Because these reactions occur on a regional rather than local scale, O₃ is considered a regional pollutant. In addition, because O₃ requires sunlight to form, it mainly occurs in concentrations considered serious between April and October. Groups most sensitive to O₃ include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors. Depending on the level of exposure, O₃ can cause coughing and a sore or scratch throat; make it more difficult to breathe deeply and vigorously and cause pain when taking a deep breath; inflame and damage the airways; make the lungs more susceptible to infection; and aggravate lung diseases such as asthma, emphysema, and chronic bronchitis (USEPA 2022).

¹ The CARB defines VOC, ROC and ROG similarly as "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate" with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROC, ROG and VOC are considered comparable in terms of mass emissions, and the term ROC is used in this report, since the Ventura County Air Pollution Control District sets the threshold for ROC.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TAC) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than 1 micrometer in diameter (about 1/70th the diameter of a human hair), and thus, is a subset of PM_{2.5}. Because of their extremely small size, TACs can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2022a). TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health issues (USEPA 2024b).

San Joaquin Valley Fever

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides (C.) immitis*. San Joaquin Valley Fever (Valley Fever) is a disease of concern in the Basin with approximately 109 cases reported in Ventura County as of June 30, 2024 (California Department of Public Health 2024). The *Coccidioides* fungus resides in the soil in southwestern United States, northern Mexico, and parts of Central and South America. Infection is caused by inhalation of *C. immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by natural processes, such as wind or earthquakes, or by human-induced ground-disturbing activities, such as construction, farming, or other activities (Ventura County Air Pollution Control District [VCAPCD] 2003). About 60 percent of infected persons have no symptoms. The remainder develop flu-like symptoms that can last for a month and tiredness that can sometimes last for longer than a few weeks. A small percentage of infected persons (less than 1 percent) can develop disseminated disease that spreads outside the lungs to the brain, bone, and skin. Without proper treatment, this small percentage of persons infected with disseminated disease of Valley Fever can lead to severe pneumonia, meningitis, and even death. Symptoms may appear between one to four weeks after exposure (Los Angeles County Health Department 2013).

Diagnosis of Valley Fever is conducted through a sample of blood, other body fluid, or biopsy of affected tissue. Valley Fever is treatable with anti-fungal medicines and is not contagious. Once recovered from the disease, the individual is protected against further infection. Persons at highest risk from exposure are those with compromised immune systems, such as those with human immunodeficiency virus and those with chronic pulmonary disease. Farmers, construction workers, and others who engage in activities that disturb the soil are at highest risk for Valley Fever. Infants, pregnant women, diabetics, people of African, Asian, Latino, or Filipino descent, and the elderly may be at increased risk for disseminated disease. Historically, people at risk for infection are individuals not already immune to the disease and whose jobs involve extensive contact with soil dust, such as

construction or agricultural workers and archeologists (Los Angeles County Health Department 2013).

During drought years, the number of organisms competing with *C. immitis* decreases, and the remainder of alive *C. immitis* becomes dormant. When rain finally occurs, the arthroconidia germinate and multiply more than usual because of a decrease in competing organisms. Later, the soil dries out in the summer and fall, and the fungi can become airborne and potentially infectious (Kirkland and Fierey 1996).

d. Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over the age of 65, children under the age of 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005, OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, religious facilities, and daycare centers. The nearest sensitive receptor to the Main Street Moves project site are single-family homes, located approximately 100-feet north of the project site on Fir Street, and the Mission Basilica San Buenaventura, located adjacent to the project site on the north side of Main Street across from Figueroa Plaza.

4.2.2 Regulatory Setting

a. Federal and State Regulations

Federal and California Clean Air Acts

The federal and State governments have established ambient air quality standards for the protection of public health. The USEPA is the federal agency designated to administer air quality regulation, while CARB is the State equivalent within the California Environmental Protection Agency. Regional-level air quality management districts provide local management of air quality. CARB has established State-level air quality standards and is responsible for the control of mobile emission sources, while the local air districts are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide, including the Basin.

USEPA has set primary National Ambient Air Quality Standards for O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and lead. Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (known as the California Ambient Air Quality Standards) for these and other pollutants, some of which are more stringent than the federal standards. Table 4.2-1 lists the current federal and State standards for regulated pollutants.

VCAPCD is the designated air quality control agency in the Basin, which is designated nonattainment for the eight-hour federal and State O₃ standard, federal hourly O₃ standard, and State PM₁₀ standard (CARB 2024a). The Basin is designated unclassifiable or in attainment for all other federal and State standards (CARB 2024b, USEPA 2022).

Table 4.2-1 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standards
Ozone	1-Hour	–	0.09 ppm
	8-Hour	0.070 ppm	0.070 ppm
CO	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
NO ₂	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
SO ₂	Annual	0.030 ppm	–
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM ₁₀	Annual	–	20 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual	9 µg/m ³	12 µg/m ³
	24-Hour	35 µg/m ³	–
Lead	30-Day Average	–	1.5 µg/m ³
	3-Month Average	0.15 µg/m ³	–
Visibility Reducing Particles	8-Hour	–	Extinction of 0.23 per kilometer
Sulfates	24-Hour	–	25 µg/m ³
Hydrogen Sulfide	1-Hour	–	0.03 ppm (42 µg/m ³)
Vinyl Chloride	24-Hour	–	0.01 ppm (26 µg/m ³)

ppm = parts per million; µg/m³ = micrograms per cubic meter; NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns
Source: California Air Resources Board 2024a, 2024b

Construction Equipment Fuel Efficiency Standard

USEPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 horsepower and established the Tier 2 and Tier 3 standards. Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements, which are contained in 40 Code of Federal Regulations (CFR) Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004], and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the State’s strategies for achieving the National Ambient Air Quality Standards. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, and permitting), district rules, State regulations, and federal controls. CARB is the lead agency for all purposes related to the SIP under State law. Local air quality management districts and other agencies, such as the California Department of Pesticide Regulation and the California Bureau of Automotive

Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards the SIP revisions to the USEPA for approval and publication in the Federal Register. The items included in the California SIP are listed in 40 CFR 52.220.

As the regional air quality management district, VCAPCD is responsible for preparing and implementing the portion of the SIP applicable to the portion of the Basin within its jurisdiction. The air quality management district for each region adopts rules, regulations, and programs to attain federal and State air quality standards and appropriates money (including permit fees) to achieve these standards. In addition, the following California Code of Resources (CCR) sections would be applicable to the project:

- **Engine Idling.** In accordance with Section 2485 of CCR Title 13, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Emission Standards.** In accordance with Section 93115 of CCR Title 17, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

b. Regional and Local Air Quality Regulations

2022 Ventura County Air Quality Management Plan

Under State law, air quality management districts are required to prepare a plan for air quality improvement for pollutants for which each district is in non-compliance. The VCAPCD adopted the 2022 Ventura County Air Quality Management Plan (AQMP) in December 2022.

The 2022 AQMP presents a combined local and state clean air strategy based on concurrent ROG and NO_x emission reductions to bring Ventura County into attainment of the 2015 federal eight-hour O₃ standard. The 2022 AQMP control strategy consists of a local component implemented by VCAPCD and a combined state and federal component implemented by CARB and USEPA. The local strategy includes emission control measures carried forward from previous Ventura County clean air plans in addition to new study emission control measures. The AQMP also includes a transportation conformity budget that sets the maximum amount of on-road motor vehicle emissions produced while continuing to demonstrate progress towards attainment (VCAPCD 2022). According to the VCAPCD *Ventura County Air Quality Assessment Guidelines*, in addition to the assessment of criteria pollutants, the lead agency should consider San Joaquin Valley Fever factors that are applicable to the proposed project or the project site (VCAPCD 2003). Based on these or other factors, if a lead agency determines that a project may create a significant Valley Fever impact, VCAPCD recommends that the lead agency consider the Valley Fever mitigation measures listed in the VCAPCD *Ventura County Air Quality Assessment Guidelines* to minimize fugitive dust, as well as minimizing worker exposure.

VCAPCD Rules

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

- **Rule 50 (Opacity).** This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the project.

- **Rule 51 (Nuisance).** This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. The rule would apply during construction and operational activities.
- **Rule 55 (Fugitive Dust).** This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities. The rule would apply during construction activities.
- **Rule 55.1 (Paved Roads and Unpaved Roads).** This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road. This rule would apply during construction activities.
- **Rule 55.2 (Street Sweeping Equipment).** This rule requires the use of PM₁₀-efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55. This rule would apply during construction activities.
- **Rule 74.2 (Architectural Coating).** This rule sets limits on the volatile organic compound (VOC) content of architectural coatings. Non-flat coatings are limited to 50 grams per liter of VOC content, flat coatings are limited to 50 grams per liter of VOC content and traffic marking coatings are limited to 100 grams per liter of VOC content. The project would be required to comply with this rule during both construction and operation.

City of Ventura General Plan

The City of Ventura General Plan was adopted on August 5, 2005. The following policy and actions are applicable to the project (City of Ventura 2005):

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

Action 7.21: Require analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.

Action 7.23: Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines.

c. Current Air Quality

VCAPCD operates a network of air quality monitoring stations throughout the Ventura County portion of the Basin. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The monitoring station closest to the project site is the El Rio-Rio Mesa School #2 station, located at 245 Central Avenue in Oxnard, approximately 8-miles east of the project site. Table 4.2-2 indicates the number of days that each of the federal and State standards has been exceeded at monitoring stations near the project site in each of the last three years for which data is available. Near the

project site, the federal and State eight-hour O₃ standards were exceeded in 2020, and the State worst hour O₃ standard was exceeded in 2020. In addition, the PM₁₀ federal and State standards were exceeded in 2020 and 2021 and the PM_{2.5} federal standard was exceeded in 2020. Information regarding CO and SO₂ concentrations is not available from any of the monitoring stations in the County. Monitoring ceased throughout Ventura County for these pollutants in 2004 because of the low levels of CO and SO₂ recorded (VCAPCD 2007).

Table 4.2-2 Annual Ambient Air Quality Data from Nearest Monitoring Stations

Pollutant	2020	2021	2022
Ozone (ppm), Worst 1-Hour ¹	0.104	0.073	0.077
Number of days above CAAQS (>0.09 ppm)	2	0	0
Number of days above NAAQS (>0.12 ppm)	0	0	0
Ozone (ppm), Worst 8-Hour Average ¹	0.086	0.059	0.063
Number of days above CAAQS (>0.070 ppm)	3	0	0
Number of days above NAAQS (>0.070 ppm)	3	0	0
Nitrogen Dioxide (ppm), Worst 1-Hour ¹	0.031	0.033	0.032
Number of days above CAAQS (>0.180 ppm)	0	0	0
Number of days above NAAQS (>0.100 ppm)	0	0	0
Particulate Matter <10 microns (µg/m ³), Worst 24 Hours ¹	200.7	377.8	57.9
Number of days above CAAQS (>50 µg/m ³)	21	12	3
Number of days above NAAQS (>150 µg/m ³)	2	1	0
Particulate Matter <2.5 microns (µg/m ³), Worst 24 Hours ¹	58.7	31.7	18.5
Number of days above NAAQS (>35 µg/m ³)	3	0	0

ppm = parts per million; µg/m³ = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard

¹ Data sourced from the California Air Resources Board at the nearest monitoring station with available data at the El Rio-Rio Mesa School #2 station in Oxnard.

Source: California Air Resources Board 2024c

4.2.3 Impact Analysis

a. Methodology and Significance Thresholds

An assessment of the project's construction and operational impacts related to air quality are described below. Criteria pollutant emissions for project construction were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.0. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. Additional details on the methodology, inputs used, and subsequent construction and operation emission estimates can be found in the *Air Quality and Greenhouse Gas Emissions Study* prepared by Rincon Consultants, Inc. (**Appendix B**).

Construction Emissions

Construction emissions of criteria air pollutants and greenhouse gases include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and truck delivery trips. Construction of the project would be focused on bollard installation, which would last approximately six weeks. For the purposes of emissions modeling, it was assumed that construction for bollard installation would begin January 2026. Modeling results would not be expected to change should construction begin earlier or later than January 2026. Typical equipment used during bollard installation may include a drill rig, pressure washer, and sweeper. CalEEMod defaults for horsepower and load factors were used. Bollard and bollard sleeve installation would result in ground disturbance at a depth of up to 5.5 feet and a width of up to 3 feet, requiring a total of up to 205 cubic yards of excavation. It was assumed this would be hauled off-site with one haul trip per day. For modeling purposes, it was conservatively assumed that the disturbance area for each bollard and bollard sleeve would be 25 square feet, for a total disturbance area of 2,800 square feet.

This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would comply with VCAPCD Rule 55 to control fugitive dust emissions from construction activities. This rule is modeled within CalEEMod by assuming that watering would occur twice a day.

Operational Emissions

The City of Ventura prepared the *Main Street Moves Transportation CEQA Review* (City of Ventura 2024) to analyze the potential transportation impacts from the proposed project. The review concluded that, as the project would reduce the number of vehicle through-lanes, it would not lead to a substantial or measurable increase in vehicle miles traveled. With no measurable increase in vehicle travel, project operation is analyzed as not resulting in an increase of criteria pollutant or greenhouse gas emissions.

Significance Thresholds

According to Appendix G of the *CEQA Guidelines*, impacts related to air quality would be significant if the proposed project would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project sites region is non-attainment under an applicable federal or state ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations; or
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

VCAPCD has adopted guidelines for quantifying and determining the significance of air quality emissions in its *Air Quality Assessment Guidelines* (VCAPCD 2003) for construction and operation. VCAPCD considers construction-related air quality impacts to be significant if project construction (individually and cumulatively) would jeopardize attainment of the federal one-hour standard by generating more than 25 pounds per day of ROC or NO_x. VCAPCD considers operational air quality impacts to be significant if a project would generate more than 25 pounds per day of the O₃

precursors ROC or NO_x.² Furthermore, a project with emissions exceeding two pounds per day of ROC or NO_x that is also found inconsistent with the AQMP would have a cumulatively considerable contribution to a significant cumulative air quality impact related to O₃. Inconsistent projects are typically those that cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP (VCAPCD 2003).

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

VCAPCD has not established quantitative thresholds for CO for either construction or operation. VCAPCD states that a CO hotspot screening analysis should be conducted for any project with indirect CO emissions greater than the applicable O₃ project significance thresholds (i.e., 25 pounds per day) that may significantly impact roadway intersections currently operating at, or that are expected to operate at, Level of Service E or F. A CO hotspot screening analysis should also be conducted for any project-impacted roadway intersection at which a CO hotspot might occur (VCAPCD 2003). If project emissions do not meet these criteria, then the project would have a less-than-significant impact related to CO hotspots. However, if project emissions exceed these criteria and the screening analysis demonstrates there may be a CO hotspot, VCAPCD recommends use of the CALINE4 model to determine whether the project would create or contribute to an existing CO hotspot.

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

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

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

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?
--

Impact AQ-1 THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE 2022 VENTURA COUNTY AQMP, AS THE PROJECT WOULD NOT RESULT IN THE DEVELOPMENT OF NEW HOUSING OR OTHER LAND USES THAT INCREASE POPULATION GROWTH. THEREFORE, NO IMPACT WOULD OCCUR.

According to the VCAPCD's Guidelines, a project may be inconsistent with the applicable air quality plan if it would cause the existing population to exceed forecasts contained in the most recently adopted AQMP. VCAPCD adopted the 2022 Ventura County AQMP to demonstrate a strategy for, and reasonable progress toward, attainment of the federal eight-hour O₃ standard. The 2022 Ventura County AQMP relies on the Southern California Association of Governments 2020 Regional Transportation Plan/Sustainable Communities Strategy forecasts of regional population growth in its AQMP population projections.

The project would result in the full-time, long-term closure of a portion of Main Street and California Street in the downtown Ventura area to increase and promote pedestrian activity. The project does not include housing or other new land uses that would result in the increase of the city's population beyond the population growth projected in the SCAG 2020 Regional Transportation Plan/Sustainable Communities Strategy. Therefore, the project would not cause exceedances of the growth forecasts used for the 2022 Ventura County AQMP. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

Threshold 2: 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?
--

Impact AQ-2 THE PROJECT WOULD NOT VIOLATE ANY AIR QUALITY STANDARDS OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION OR RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS IN NONATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction Impacts

The proposed project would consist of partial street closures, installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves, changes in traffic light operations, and removal of some traffic signal equipment from utility poles. Construction activities associated with bollard and bollard sleeve installation would include pavement demolition, minor grading, excavation, and re-paving. These construction activities would temporarily generate emissions associated with equipment and fugitive dust. Construction emissions modeled include emissions generated by construction equipment used on the site and emissions generated by vehicle trips

associated with construction, such as worker and vendor trips. It is assumed all construction equipment used would be diesel-powered.

Estimated maximum daily ROC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} construction emissions are shown in Table 4.2-3. As shown therein, ROC and NO_x emissions would be well below the 25 pounds per day threshold during construction. Project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and impacts would be less than significant.

Table 4.2-3 Project Construction Emissions

Construction Phase	Maximum Emissions (lbs/day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2026	<1	3	4	<1	<1	<1
VCAPCD Regional Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A

lbs/day = pounds per day; ROC = reactive organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter no more than 10 microns; PM_{2.5} = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide
 Notes: See Attachment A in **Appendix B** for modeling results. For the purposes of emissions modeling, it was assumed that construction for bollard installation would begin January 2026. Modeling results would not be expected to change should construction begin earlier or later than January 2026.

The City of Ventura requires standard construction measures included in the most recent version of the *Ventura County Air Quality Assessment Guidelines* (VCAPCD 2003), pursuant to Mitigation Measure AQ-3 of the 2005 General Plan Final Environmental Impact Report. The following VCAPCD measures would further reduce the construction emissions presented in Table 4.2-3:

- To reduce impacts associated with NO_x emissions (a precursor to O₃), the following measures should be implemented:
 - Minimize equipment idling time
 - Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications
 - Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time
 - Use alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, if feasible
- During clearing, grading, earth moving, or excavation operation, excessive fugitive dust emissions should be controlled by regular watering, paving construction roads, or other dust-preventive measures using the following procedures:
 - All material excavated or graded should be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day, so that water penetrates sufficiently to minimize fugitive dust during grading activities. Reclaimed water should be used if available.
 - All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved roadways on-site, should be treated to prevent fugitive

dust. Measures may include watering, application of environmentally safe soil stabilization materials, and/or roll-compaction as appropriate.

- Graded and/or excavated inactive areas of the construction site should be monitored at least weekly for dust stabilization. If a portion of the site is inactive for over four days, soil on-site should be stabilized.
 - Signs should be posted limiting on-site traffic to 15 miles per hour.
 - All clearing, grading, earth moving, or excavation activities should cease during periods of high winds (i.e., greater than 20 miles per hour averaged over one hour) so as to prevent excessive amounts of dust.
 - All material transported off-site should be either sufficiently watered or securely covered to prevent excessive amounts of dust pursuant to California Vehicle Code Section 23114.
 - Respiratory protection should be used by all employees in accordance with California Division of Occupational Safety and Health regulations.
 - Measures to reduce the fungus that causes Valley Fever should include the following:
 - Facemasks should be worn on employees involved in grading or excavation operations during dry periods to reduce inhalation of dust.
 - Employment should be restricted to persons with positive coccidioidin skin tests.
 - Crews should be hired from local populations where possible since it is more likely that they have previously been exposed to the fungus and are therefore immune.
 - Cabs of grading and construction equipment should be air-conditioned.
 - Crews should work upwind from excavation sites.
 - Construction roads should be paved.
 - Weed growth should be controlled by mowing instead of discing.
 - The access way into the project site should be paved or treated with environmentally safe dust control agents during rough grading and construction.
 - The area disturbed by clearing, grading, earth moving, or excavation operations should be minimized so as to prevent excessive amounts of dust.
3. After clearing, grading, earth-moving, or excavation operations, and during construction activities, fugitive dust emissions shall be controlled using the following procedures:
- All inactive portions of the construction site shall be seeded and watered until grass cover is grown.
 - All active portions of the construction site shall be sufficiently watered to prevent excessive amounts of dust.
4. At all times, fugitive dust emissions shall be controlled by assuring that streets adjacent to the project site shall be swept as needed to remove silt, which may be accumulated from construction activities so as to prevent excessive amounts of dust.
5. Construction activities should use new technologies to control O₃ precursor emissions as they become available and feasible. Streets must be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Operational Impacts

The City of Ventura prepared the *Main Street Moves Transportation CEQA Review (Appendix C)* to analyze the potential transportation impacts from the proposed project. As noted therein, the Office of Planning and Research states that projects that reduce the number of vehicles through lanes would not likely lead to a substantial or measurable increase in vehicle travel and, therefore, generally should not require an induced travel analysis (Office of Planning and Research 2018). The review concluded that as the project would reduce the number of vehicles through lanes on Main Street and California Street, it would not lead to a substantial or measurable increase in vehicle travel. With no measurable increase in vehicle travel, the project would not result in an increase of criteria pollutant emissions from mobile sources. Therefore, the project would not result in a cumulatively considerable net increase of criteria pollutants, and operational impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 3: Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS RELATED TO FUGITIVE DUST, CARBON MONOXIDE HOTSPOTS, TACS, OR SAN JOAQUIN VALLEY FEVER. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Sensitive receptors are members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. The nearest sensitive receptors to the project site include single-family homes located approximately 100-feet north of the project alignment on Fir Street, and the Mission Basilica San Buenaventura, located adjacent to the project site on the north side of Main Street across from Figueroa Plaza. VCAPCD states that localized air quality impacts to sensitive receptors typically result from fugitive dust, CO, TACs, and entrained fungal spores that cause Valley Fever (VCAPCD 2003). The project's impacts related to each of these pollutants is detailed below.

Fugitive Dust

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

Carbon Monoxide

VCAPCD has not established quantitative thresholds for CO for either construction or operation. However, VCAPCD states a CO hotspot screening analysis should be conducted for any project with indirect CO emissions greater than the applicable O₃ project significance thresholds (i.e., 25 pounds

per day) that may significantly impact roadway intersections currently operating at, or that are expected to operate at, Level of Service E or F. As shown in Table 4.2-3, operational CO emissions would be less than 25 pounds per day. Therefore, no CO hotspot screening analysis is required, and impacts would be less than significant.

Toxic Air Contaminants

Construction-related activities would result in temporary project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998 (CARB 2022b).

Generation of DPM from construction projects typically occurs in a single area for a short period of time. Construction of the project would occur over approximately six weeks. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. The risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period of time. However, young children are more sensitive to exposure to some carcinogens than adults. Therefore, OEHHA has implemented age sensitivity factors that consider the increased sensitivity of children during early development stages (i.e., third trimester exposure to 16 years). Given the age sensitivity factors, exposure at a young age to even short-term projects have the potential to result in substantial risk exposure.

As shown in the CalEEMod outputs in Attachment A of **Appendix B**, the maximum daily PM₁₀ emissions would be approximately 0.09 lbs/day of exhaust (DPM). The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The project would also comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these requirements would minimize emissions of TACs during construction. In addition, the project would implement standard fugitive dust control measures described in Section 7.4.1 of the *Ventura County Air Quality Assessment Guidelines* be implemented as part of all project-related dust-generating operations and activities (VCAPCD 2003). Therefore, project construction would not expose sensitive receptors to substantial TAC emissions.

According to VCAPCD's *Ventura County Air Quality Assessment Guidelines* (2003) and CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005), typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, and petroleum refining). Project operation would not include these types of potential industrial manufacturing process sources. Therefore, impacts from TACs during operation would be less than significant.

San Joaquin Valley Fever

Construction activities would have the potential to release *C. immitis* spores from potential soil disturbance (e.g., soil located underneath demolished pavement). However, the population of Ventura has been and would continue to be exposed to Valley Fever from agricultural and construction activities occurring throughout the region, not just from construction of the proposed project. In addition, substantial increases in the number of reported cases of Valley Fever tend to occur only after major ground-disturbing events such as the 1994 Northridge earthquake (VCAPCD

2003). Construction of the project would not result in a comparable major ground disturbance, and because of compliance with VCAPCD Rule 55 (Fugitive Dust), the project would not release a large number of spores. As discussed under *Air Pollutant Emission Thresholds*, VCAPCD does not have a recommended threshold for Valley Fever impacts, but instead recommends consideration of the following factors that may indicate a project's potential to result in significant impacts related to Valley Fever. Each factor is considered below.

- **Disturbance of the topsoil of undeveloped land (to a depth of about 12 inches).** The soil in the project site is previously disturbed from development of downtown and paving of the existing road. In addition, the soil area to be disturbed from bollard installation would be minor. The project would be consistent with VCAPCD Rule 55 (Fugitive Dust), which would control for airborne dust from construction activities. Therefore, disturbance of topsoil that would lead to release of *C. immitis* spores would be minimized.
- **Dry, alkaline, sandy soils.** Soil within the project site is entirely classified as San Benito clay loam (United States Department of Agriculture 2024). The top 28 inches of the San Benito soil series is typically dry and either neutral or slightly alkaline with fine sands (United States Department of Agriculture 2003). The soil in the project site is previously disturbed from development of downtown and paving of the existing road. In addition, the soil area to be disturbed from bollard installation would be minor. The project would be consistent with VCAPCD Rule 55 (Fugitive Dust), which would control for airborne dust from construction activities. Therefore, soil exposure that would lead to release of *C. immitis* spores from dry and sandy soils would be minimized.
- **Virgin, undisturbed, non-urban areas.** The project would involve bollard installation in previously disturbed soils in an urban area, which block the deposit of fungal spores.
- **Windy areas.** The project is located in a coastal area that may be exposed to windy conditions. The project would be consistent with VCAPCD Rule 55 (Fugitive Dust), which would control for airborne dust from construction activities. Therefore, wind-blown soil that would lead to release of *C. immitis* spores would be minimized.
- **Archaeological resources probable or known to exist in the area (Native American midden sites).** There are known archaeological and tribal cultural resources in the project site (Rincon Consultants, Inc. 2024). However, the project site consists of a paved roadway and ground disturbance beneath the existing road base would be minimized. The project would be consistent with VCAPCD Rule 55 (Fugitive Dust), which would control for airborne dust from construction activities. Therefore, exposure to Valley Fever would be minimized.
- **Special events (fairs, concerts) and motorized activities (motocross track, all-terrain vehicle activities) on unvegetated soil (non-grass).** The project would not involve events on unvegetated soil.
- **Non-native population (i.e., out-of-area construction workers).** Due to the relatively small size of the project, it is anticipated that construction workers would be from the local or regional area and would therefore increase the likelihood of previous exposure to and immunity from Valley Fever.

The *Ventura County Air Quality Assessment Guidelines* state that the likelihood that the Valley Fever fungus may be present and impact nearby land uses (or the project itself) increases with the number of the above factors applicable to the project or the project site. Given the aforementioned factors and their unlikelihood to occur, construction of the project would not result in a substantial increase

in entrained fungal spores that cause Valley Fever above existing background levels and impacts related to Valley Fever would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 4: Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4 AS A FULL-TIME PERMANENT STREET CLOSURE, THE PROJECT WOULD NOT RESULT IN OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE DURING CONSTRUCTION OR OPERATION. THERE WOULD BE NO IMPACT DURING CONSTRUCTION. OPERATIONAL ODOR IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The proposed project would consist of partial street closures, installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves, changes in traffic light operations, and removal of some traffic signal equipment from utility poles. Construction activities associated with bollard and bollard sleeve installation would include pavement demolition, minor grading, excavation, and re-paving. During construction activities, odors would be short-term in nature and are subject to VCAPCD Rule 51, *Nuisance*. Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, the project would not create objectionable odors affecting a substantial number of people during construction, and any short-term construction odor impacts would be less than significant.

Based on the VCAPCD *Ventura County Air Quality Assessment Guidelines*, a project may have a significant impact if it would generate an objectionable odor to a degree that would cause injury, detriment, nuisance, or annoyance to a considerable number of persons or to the public, or which would endanger the comfort, repose, health, or safety of any such persons or the public, or which would cause, or have a natural tendency to cause, injury or damage to business or property. Land uses and industrial operations known to emit objectionable odors include wastewater treatment facilities, food processing facilities, coffee roasters, fiberglass operations, refineries, feed lots/dairies, and composting facilities (VCAPCD 2003). The project would include the full-time permanent closure of a portion of Main Street and California Street in the downtown Ventura area that is not associated with types of operations that emit objectionable odors. Therefore, because operation of the project would not directly or indirectly generate any objectionable odors or other emissions that would adversely affect a substantial number of people, no operational odor impacts would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.2.4 Cumulative Air Quality Impacts

The geographic scope for cumulative air quality impacts is the Basin. The Ventura County portion of the Basin is designated a nonattainment area for the federal and State eight-hour O₃ standards, the federal hourly O₃ standard, and the State PM₁₀ standards. The Basin is in attainment of all other federal and State standards. A cumulative assessment of air quality considers development of the proposed project in combination with ambient growth and other past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, near the project site.

As discussed in Chapter 3, *Environmental Setting*, cumulative development in or near the project site would include residential, commercial, and office uses. Each proposed cumulative development project would need to comply with the population forecasts within the 2022 Ventura County AQMP, which is developed with forecasts assuming a certain amount of population growth in Ventura County. If an individual project is consistent with the AQMP, it would not contribute to a cumulative impact on the AQMP. As such, cumulative impacts related to a conflict with an applicable air quality plan would be less than significant.

Cumulative development would generate temporary air quality emissions during construction, the nature of which would be similar to the proposed project (i.e., minor construction such as bollard construction) or more intensive (i.e., building demolition and grading that may occur on larger projects). Each project would be required to comply with VCAPCD's regional criteria pollutant thresholds, which are developed to determine if an individual project would contribute to a cumulative impact within the Basin (i.e., would an individual project contribute substantial emissions to a pollutant that the basin is in non-attainment for). However, when considered together, cumulative development could result in a potentially significant cumulative impact related to the net increase of criteria pollutants in the region. As shown in Table 4.2-3, construction of the proposed project would result in emissions that are well below the VCAPCD regional thresholds, and thus would not contribute to regional emissions during construction such that an air quality standard would be violated. Project operation would not result in a measurable increase in vehicle travel, and thus the project would not result in a considerable increase of criteria pollutant emissions from mobile sources. Therefore, the project would not considerably contribute to a cumulative impact related to a net increase in criteria pollutants in the Basin.

Cumulative impacts related to nearby sensitive receptors are generally localized. With respect to localized impacts, the consideration of cumulative construction impacts is limited to particulate matter and cases when projects are constructed simultaneously and located within a few hundred yards of each other because of the short range (distance) of particulate dispersion, especially when compared to gaseous pollutants. Project construction could overlap with construction of some cumulative projects listed in Table 3-1 in Chapter 3, *Environmental Setting*. All cumulative development projects would be required to comply with the same VCAPCD thresholds analyzed under Impact AQ-3. Nonetheless, cumulative development could result in a potentially significant impact related to exposure of sensitive receptors to substantial particulate matter concentrations. However, the relatively short-term duration of project construction (six weeks), the minimal daily PM₁₀ emissions shown under Impact AQ-3, the emissions well below VCAPCD thresholds shown in Table 4.2-3, compliance with VCAPCD thresholds and rules that manage fugitive dust (such as Rule 55), and implementation of standard measures, the project would not contribute a considerable amount of pollutants from construction emissions to the regional or local area, nor would the project considerably contribute to a cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations.

Cumulative impacts related to odors are also generally localized. With respect to localized impacts, the consideration of cumulative odor impacts is limited to cases when projects are constructed simultaneously and located within a few hundred yards of each other because of the short range (distance) of odor dispersion. While the cumulative projects listed in Table 3-1 may emit odors from construction at the same time as the project, these emissions would be short-term and would dissipate rapidly with distance. In addition, construction odors are not included in the *Ventura County Air Quality Assessment Guidelines* (2003) list of objectional odors. Thus, even if construction of the project and construction of other cumulative projects overlap, the construction odors are not considered substantially objectionable. Therefore, cumulative impacts related to odors would be less than significant.

4.3 Cultural Resources

4.3.1 Setting

This section provides background information pertaining to the cultural context of the proposed project and includes an overview of the regional indigenous history and post-contact history. An overview of the ethnographic context is provided in Section 4.12, *Tribal Cultural Resources*.

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020, as the basis for analysis and impact determination. For the purpose of this cultural resources impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Indigenous History

The project site is located in what is generally described as the Northern Bight archaeological region, one of eight organizational divisions of California designated by Jones and Klar (2007). The California Bight is bounded by the Southern California coastline and encompasses the previously designated Southern Coast archaeological region described by Moratto (1984). The Northern Bight archaeological region primarily includes the counties of Santa Barbara, Ventura, and portions of Los Angeles, extending from the coastline at Vandenberg Space Force Base inland to the Cuyama River Valley and south to the Santa Monica Mountains and the Los Angeles Basin. Following Glassow et al. (2007), the prehistoric cultural chronology for the Northern Bight is generally divided into six periods: Paleo-Indian (ca. 10,000–7000 before common era [BCE]), Millingstone Period (7000–5000 BCE), Early Period (5000 BCE–2000 BCE), Middle Period (2000 BCE–1 common era [CE]), Middle-Late Transition Period (1–1000 CE), and Late Period (1000 CE–Historic Contact). These periods are discussed in further detail below.

Paleo-Indian Period (ca. 10,000–7000 BCE)

The Paleo-Indian Period describes the earliest evidence of human occupation of the Northern Bight and includes the cultural trends and subsistence strategies of contemporary populations from approximately 10,000 to 7000 BCE (Glassow et al. 2007). Archaeologists largely define the Paleo-Indian Period in North America by projectile points associated with extinct large mammal remains, such as mammoth, bison, and dire wolves in the Southwest and Plains regions (Erlandson et al. 2007, Huckell 1996). These projectile points have been classified as the Clovis style, which exhibit a lanceolate shape with a flute initiated from the base that extends as far as the midline (Justice 2002).

The earliest accepted dates for human occupation in California were recovered from archaeological sites on two of the Northern Channel Islands, located off the southern coast of Santa Barbara County. Over 90 paleo-coastal sites dating between 13,000 to 8200 years before present (BP) have been documented in the Northern Channel Islands (McLaren et al. 2019). Archaeological deposits from the Daisy Cave site on San Miguel Island establish the presence of people in this area approximately 10,000 BP (Erlandson 1994, Erlandson et al. 2007), and the Arlington Springs site (CA-SRI-173) on Santa Rosa Island has a calibrated date approximately 11,000 BP derived from the

human remains and rodent bones recovered from within the same deposits (Erlandson et al. 2007, Glassow et al. 2007, Johnson et al. 2002). Archaeological deposits at the Daisy Cave site further yielded an assemblage of “the oldest known fishhooks in the Americas” (Erlandson et al. 2007: 57). Shell middens identified on the mainland of California have yielded dates from 8000 to 7000 BCE (Erlandson et al. 2007).

Recent data from Paleo-Indian shell middens, bone middens, lithic scatters, and quarry workshops on the Channel Islands indicate that the area supported substantial human populations during later paleo-coastal times (McLaren et al. 2019). Data from the last 20 years also suggests that the economy was a diverse mixture of hunting, fishing, and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones and Ferneau 2002, Erlandson et al. 2007). Shellfish are particularly prevalent, suggesting a heavy reliance on this resource, with varying intensities of reliance on fish, marine mammals, seabirds, and waterfowl (McLaren et al. 2019).

Assemblages on the Channel Islands include chipped-stone bifaces, cores and flake tools, ground-stone artifacts, bone gorges, Olivella shell beads, woven sea grass cordage, and red ochre. While no fluted points have been found on the Channel Islands, a few have been found along California’s mainland coast (McLaren et al. 2019). One fluted projectile point fragment was recovered from site CA-SBA-1951 on the Santa Barbara Channel coastal plain (Erlandson 1994: 44, Erlandson et al. 1987).

Millingstone Period (7000–5000 BCE)

Originally identified in 1929, the Millingstone Period, as described by Wallace (1955, 1978) and Warren (1968), is characterized by an ecological adaptation to collecting plant resources, such as seeds and nuts. This identification was suggested by the appearance and abundance of well-made milling implements (e.g., metates, milling slabs, and hand stones like manos and mullers) in the archaeological record, particularly in areas along the coast of California. Archaeologists generally accept that human occupation of California during the Paleo-Indian Period originated from small, dispersed occupations. With milling implements occurring in high frequencies for the first time, archaeologists infer the Millingstone Period experienced a significant population increase in the Central Coast region (Glassow et al. 2007). Excavations at the Tank Site (CA-LAN-1) in Topanga Canyon from 1947 to 1948 (Treganza and Bierman 1958), for example, confirmed the presence of over 2000 milling implements that correspond with the Millingstone Period.

Flaked stone assemblages, which include crude core and cobble-core tools, flake tools, large side-notched projectile points, and pitted stones (Glassow et al. 2007, Jones et al. 2007), and shell middens in coastal sites suggest that contemporary people in the Northern Bight practiced a mixed food procurement strategy. Faunal remains identified at Millingstone Period sites point to broad-spectrum of hunting and gathering of shellfish, fish, birds, and mammals, though large faunal assemblages are uncommon. This mixed food procurement strategy demonstrates adaptation to regional and local environments.

Along the Northern Bight, Millingstone Period sites are most common on terraces and knolls, typically set back from the current coastline (Erlandson 1994: 46). However, sites dating to this period have been identified in various settings, including rocky coasts, estuaries, and nearshore interior valleys (Glassow et al. 2007). The larger sites usually contain extensive midden deposits, possible subterranean house pits, and cemeteries. Most of these sites probably reflect intermittent use over many years of local cultural habitation and resource exploitation.

Early Period (5000 BCE–2000 BCE)

The Early Period of the Northern Bight is marked by a lower frequency of radiocarbon dated archaeological sites as well as changes in artifact forms. Differences in artifact forms, and particularly in ground stone implements, likely represent changes in subsistence (Glassow et al. 2007). The material culture recovered from Early Period sites within the Northern Bight provides evidence for continued exploitation of inland plant and coastal marine resources as well as the incorporation of “newly important food resources” found in specific habitats (Glassow et al. 2007: 197). In addition to the use of metates and manos, prehistoric populations began to use mortars and pestles, such as those recovered from the Sweetwater Mesa (CA-LAN-267) and Aerophysics (CA-SBA-53) sites (Glassow et al. 2007).

Artifact assemblages recovered from Early Period sites also include bipointed bone gorges used for fishing, Olivella beads, bone tools, and pendants made from talc schist. The frequency of projectile points in Early Period assemblages also increased, while the style began to change from lanceolate forms to side-notched forms (Glassow et al. 2007). The projectile point trend was apparent at numerous sites along the Northern Bight coastal regions as well as a few inland sites (e.g., CA-SBA-210 and CA-SBA-530). In many cases, manifestations of this trend are associated with the establishment of new and larger settlements, such as at the Aerophysics site (Glassow et al. 2007, Jones et al. 2007).

Middle Period (2000 BCE–1 CE)

The remains of fish, land mammals, and sea mammals are increasingly abundant and diverse in archaeological deposits along the coastal Northern Bight during the Middle Period, suggesting a pronounced trend toward greater adaptation to regional or local resources as well as the development of socioeconomic and political complexity in prehistoric populations (Glassow et al. 2007). Shell fishhooks were introduced, as opposed to the bone fishhooks found in earlier assemblages, and projectile points changed from side-notched dart points to contracting stem styles.

Flaked stone tools used for hunting and processing—such as large side-notched, stemmed, lanceolate or leaf-shaped projectile points, large knives, edge modified flakes, and drill-like implements—occurred in archaeological deposits in higher frequencies and are more morphologically diversified during the Middle Period. Bone tools, including awls, are more numerous than in the preceding period, and the use of asphaltum adhesive became common. Circular fish hooks that date from between 1000 and 500 BCE, compound bone fish hooks that date between CE 300 and 900, notched stone sinkers, and the tule reed or balsa raft, indicative of major developments in maritime technology, became common during this period (Arnold 1995, Glassow et al. 2007, Jones and Klar 2005: 466, King 1990: 87–88).

Populations continued to follow a seasonal settlement pattern until the end of the Middle Period; large, permanently occupied settlements with formal architecture, particularly in coastal areas, appear to have been the norm by the end of the Middle Period (Glassow et al. 2007). Prehistoric populations began to bury the deceased in formal cemeteries with artifacts that may represent changes in ideology and the development of ritual practices (Glassow et al. 2007).

Middle-Late Transition Period (1 CE–1000 CE)

The Middle-Late Transition Period is marked by major changes in settlement patterns, diet, and interregional exchange. Contemporary populations of the Northern Bight continued to occupy more

permanent settlements with the continued use of formal cemeteries and burial of goods. The manufacture of the plank canoe, or *tomal*, allowed contemporary populations to catch larger fish that occupied deeper sea waters (Glassow et al. 2007). Following the introduction of the plank canoe, harpoons make a more pronounced appearance as their use increases. The plank canoe also appears to have influenced commerce between the mainland Northern Bight coastal regions and the Channel Islands (Glassow et al. 2007: 204). Evidence at Middle-Late Transition Period sites in the Northern Bight indicate that populations replaced atlatl (dart) technologies with the bow and arrow, which required smaller projectile points.

Late Period (1,000 CE–Historic Contact)

Archaeologists distinguish Late Period sites in the Northern Bight by small, finely worked projectile points and temporally diagnostic shell beads. Although shell beads were typical of coastal sites, trade brought many of these maritime artifacts to inland locations, especially during the latter part of the Late Period. Projectile points diagnostic of both the Middle and Late periods found within the Northern Bight region and down the central and southern coasts of California include large, contracting-stemmed types typical of the Middle Period, as well as small, leaf-shaped Late Period projectile points (Jones and Ferneau 2002: 217). The small, finely worked projectile points typically associated with bow and arrow technology are believed to have been introduced to the area by the Takic migration from the deserts into southern California.

Other common artifacts identified at Late Period sites in the Northern Bight include bifacial bead drills, bedrock mortars, hopper mortars, lipped and cupped *Olivella* shell beads, and steatite disk beads. The presence of beads and bead drills suggest that low-level bead production occurred throughout the region (Glassow et al. 2007). Unlike the large Middle Period shell middens, Late Period sites are more frequently single-component deposits with evidence for only one period of occupation or use. There are also more inland sites, with fewer and less visible sites along the Pacific shore during the Late Period.

c. Post-contact Setting

Post-contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins in 1769 with the establishment of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

Spanish Period (1769–1822)

Spanish explorers made sailing expeditions along the coast of California between the mid-1500s and mid-1700s. In 1542, Juan Rodriguez Cabrillo led the first European expedition to observe what was known by the Spanish as Alta (upper) California. For more than 200 years, Cabrillo and other Spanish, Portuguese, British, and Russian explorers sailed the Alta California coast and made limited inland expeditions, but they did not establish permanent settlements (Bean 1968, Rolle 2003). The Spanish crown laid claim to Alta California based on the surveys conducted by Cabrillo and Vizcaíno (Bancroft 1885, Gumprecht 1999).

By the eighteenth century, Spain developed a three-pronged approach to secure its hold on the territory and counter against other foreign explorers. The Spanish established military forts known as presidios, as well as missions and pueblos (towns) throughout Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. Portolá established the Presidio of San Diego as the first Spanish settlement in Alta California in 1769. That same year Franciscan Father Junípero Serra also founded Mission San Diego de Alcalá, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823 (Graffy 2010). In 1782, Father Junípero Serra founded Mission San Buenaventura, located 60 feet from the proposed project.

The mission and presidio relied on Chumash labor; eventually, the majority of the native population lived at the mission complex. Construction of missions and associated presidios was a major emphasis during the Spanish Period in California to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns; just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles).

Spain began making land grants in 1784, typically to retiring soldiers, although the grantees were only permitted to inhabit and work the land. The land titles technically remained property of the Spanish king (Livingston 1914).

Mexican Period (1822–1848)

The Mexican Period commenced when news of the success of the Mexican Revolution (1810–1821) against the Spanish crown reached California in 1822. This period saw the privatization of mission lands in California with the passage of the Secularization Act of 1833, which enabled Mexican governors in California to distribute mission lands to individuals as land grants. Successive Mexican governors made more than 700 land grants between 1822 and 1846, putting most of the state's lands into private ownership for the first time (Shumway 2007). Approximately 20 land grants (ranchos) were located in Ventura County.

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing (Graffy 2010). Cattle hides became a primary Southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

The Mexican Period for Ventura County and adjacent areas ended in early January 1847. Mexican forces fought combined United States Army and Navy forces in the Battle of the San Gabriel River on January 8 and in the Battle of La Mesa on January 9 (Nevin 1978). American victory in both of these battles confirmed the capture of Los Angeles by American forces (Rolle 2003). On January 10, leaders of the Pueblo of Los Angeles surrendered peacefully after Mexican General José María Flores withdrew his forces. Shortly thereafter, newly appointed Mexican Military Commander of California Andrés Pico surrendered all of Alta California to United States Army Lieutenant Colonel John C. Fremont in the Treaty of Cahuenga (Nevin 1978).

American Period (1848–Present)

The United States went to war with Mexico in 1846. During the first year of the war, John C. Fremont traveled from Monterey to Los Angeles with reinforcements for Commodore Stockton and evaded Californian soldiers in Santa Barbara’s Gaviota Pass by taking the route over the San Marcos grade instead (Kyle 2002). The war ended in 1848 with the Treaty of Guadalupe Hidalgo, ushering California into its American Period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as United States territories (Waugh 2003). Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the Southern California economy through 1850s. The discovery of gold in the northern part of the state led to the Gold Rush beginning in 1848, and, with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from Southern to Northern California to feed that region’s burgeoning mining and commercial boom.

A severe drought in the 1860s decimated cattle herds and drastically affected rancheros’ source of income. In addition, property boundaries that were loosely established during the Mexican era led to disputes with new incoming settlers, problems with squatters, and lawsuits. Rancheros often were encumbered by debt and the cost of legal fees to defend their property. As a result, much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Ventura County was officially divided from Santa Barbara County on January 1, 1873. Thousands of settlers and immigrants continued to pour into the state, particularly after the completion of the transcontinental railroad in 1869 and into the real estate “boom of the Eighties” (Dumke 1944). The Saugus to Santa Barbara Branch (or Santa Paula Branch) of the Southern Pacific Railroad was constructed in the mid-1880s, encouraging travel through and settlement of the Santa Clara River Valley, and forming a large distribution network for its citrus and other products (Sperry 2006).

d. Local History

The area that is now the city of Ventura was missionized in 1782, with the founding of the San Buenaventura Mission, which became a secularized parish in 1836 (California Mission Resource Center 2019). The townsite of San Buenaventura (referred to as Ventura following 1889) was first laid out by Jose Arnaz in 1848 and became an official town when its post office was established in 1864. The city was incorporated by an act of state legislature in 1866. During this early period, the community was primarily accessible via ship and development was clustered in the vicinity of (and north and west of) the mission. As discussed later in Section 5.2.2, *Built Environment Resources*, today much of this area comprises the Mission Historic District. In 1868, a stagecoach line was established, followed by the completion of the transcontinental railroad in 1869. After these developments, San Buenaventura’s downtown area became denser and diversified to include varying ethnic backgrounds, including Italian, French, German/Austrian, and Chinese, many of whom established commercial enterprise (Historic Resources Group [HRG]2007).

The construction of a wharf was the first large-scale infrastructural improvement undertaken in Ventura. Construction began in 1872 and was completed January 1, 1873, spurring economic growth in the city and surrounding region. At the time of its construction, the wharf in Ventura was the longest wooden wharf in California (City of Ventura n.d.). Its presence not only increased the city’s general accessibility but also, perhaps more importantly, provided much needed shipping

options for the area's already established and growing agricultural economy, and the lumber and oil industries (HRG 2007, *Ventura County Star* 2015). Main Street functioned as the city's primary commercial corridor from the 1870s through the 1960s when U.S. Highway 101 (Ventura Freeway) was constructed and diverted commercial activity from the Main Street corridor.

Following the turn of the century, the city of Ventura greatly expanded its geographic boundaries. During this period, significant portions of recently annexed land remained in use for agricultural purposes and commercial and residential development in the downtown area persisted. The city made significant strides towards modernization with street lighting, sidewalks, and public areas such as parks and gardens developed during this period. A significant strike by Shell Oil in 1921 ushered in exponential growth in both the city and the county of Ventura and expansive residential development took place. While growth slowed during the Depression and led up to World War II, the postwar period ushered in tremendous growth. With greater reliance on the automobile, the city expanded east of downtown. In September 1962, U.S. Highway 101 (Ventura Freeway) was constructed, trending east-west along the coastline, with highways State Route 33 (Ojai Freeway) and State Route 126 constructed in the same decade. In the last several decades, development in the city has continued to expand east and densify. Ventura's population was estimated at 109,058 in 2023 (United States Census Bureau 2024).

4.3.2 Regulatory Setting

a. Federal Regulations

National Register of Historic Places

Although the project does not have a federal nexus, properties which are listed in or have been formally determined eligible for listing in the National Register of Historic Places (NRHP) are automatically listed in the California Register of Historical Resources (CRHR). The following is therefore presented to provide applicable regulatory context. The NRHP was authorized by Section 101 of the National Historic Preservation Act and is the nation's official list of cultural resources worthy of preservation. The NRHP recognizes the quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture present in districts, sites, buildings, structures, and objects. Per 36 Code of Federal Regulations, Part 60.4, a property is eligible for listing in the NRHP if it meets one or more of the following criteria:

- Criterion A:** Is associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B:** Is associated with the lives of persons significant in our past
- Criterion C:** Embodies the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- Criterion D:** Has yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined as follows:

Location:	The place where the historic property was constructed or the place where the historic event occurred
Design:	The combination of elements that create the form, plan, space, structure, and style of a property
Setting:	The physical environment of a historic property
Materials:	The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
Workmanship:	The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
Feeling:	A property's expression of the aesthetic or historic sense of a particular period of time
Association:	The direct link between an important historic event or person and a historic property

Certain properties are generally considered ineligible for listing in the NRHP, including cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions, relocated structures, or commemorative properties. Additionally, a property must be at least 50 years of age to be eligible for listing in the NRHP. The National Park Service states that 50 years is the general estimate of the time needed to develop the necessary historical perspective to evaluate significance (National Park Service 1997: 41). Properties which are less than 50 years must be determined to have "exceptional importance" to be considered eligible for NRHP listing.

b. State Regulations

California Environmental Quality Act

California Public Resources Code (PRC) Section 21084.1 requires lead agencies to determine if a project could have a significant impact on historical or unique archaeological resources. As defined in PRC Section 21084.1, a *historical resource* is a resource listed in, or determined eligible for listing in, the CRHR, a resource included in a local register of historical resources or identified in a historical resources survey pursuant to PRC Section 5024.1(g), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. PRC Section 21084.1 also states resources meeting the above criteria are presumed to be historically or culturally significant unless the preponderance of evidence demonstrates otherwise. Resources listed in the NRHP are automatically listed in the CRHR, as are California Historical Landmarks 770 and above; both are therefore historical resources under California Environmental Quality Act (CEQA). Historical resources may include eligible built environment resources and archaeological resources of the precontact or historic periods.

CEQA Guidelines Section 15064.5(c) provides further guidance on the consideration of archaeological resources. If an archaeological resource does not qualify as a historical resource, it may meet the definition of a "unique archaeological resource" as identified in PRC Section 21083.2. PRC Section 21083.2(g) defines a *unique archaeological resource* as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: 1) it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information, 2) has a special and particular quality such as being the oldest of its

type or the best available example of its type, or 3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological resource does not qualify as a historical or unique archaeological resource, the impacts of a project on those resources will be less than significant and need not be considered further (*CEQA Guidelines* Section 15064.5[c][4]). *CEQA Guidelines* Section 15064.5 also provides guidance for addressing the potential presence of human remains, including those discovered during the implementation of a project.

According to CEQA, an impact that results in a substantial adverse change in the significance of a historical resource is considered a significant impact on the environment. A substantial adverse change could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (*CEQA Guidelines* Section 15064.5 [b][1]). *Material impairment* is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR or a local register (*CEQA Guidelines* Section 15064.5[b][2][A]).

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a][b]).

The requirements for mitigation measures under CEQA are outlined in *CEQA Guidelines* Section 15126.4(a)(1). In addition to being fully enforceable, mitigation measures must be completed within a defined time period and be roughly proportional to the impacts of the project. Generally, a project which is found to comply with the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Standards) is considered to be mitigated below a level of significance (*CEQA Guidelines* Section 15126.4 [b][1]). For historical resources of an archaeological nature, lead agencies should also seek to avoid damaging effects where feasible. Preservation in place is the preferred manner to mitigate impacts to archaeological sites; however, data recovery through excavation may be the only option in certain instances (*CEQA Guidelines* Section 15126.4[b][3]).

California Register of Historical Resources

The CRHR was established in 1992 and codified by PRC Sections 5024.1 and Title 14 Section 4852. The CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (PRC Section 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (PRC Section 5024.1(b)). Unlike the NRHP however, the CRHR does not have a defined age threshold for eligibility; rather, a resource may be eligible for the CRHR if it can be demonstrated sufficient time has passed to understand its historical or architectural significance (California Office of Historic Preservation 2011). Furthermore, resources may still be eligible for listing in the CRHR even if they do not retain sufficient integrity for NRHP eligibility (California Office of Historic Preservation 2011). Generally, the California Office of Historic Preservation recommends resources over 45 years of age be recorded and evaluated for historical resources eligibility (California Office of Historic Preservation 1995: 2).

A property is eligible for listing in the CRHR if it meets one of more of the following criteria:

- Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Criterion 2:** Is associated with the lives of persons important to our past
- Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history

California Health and Safety Code

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the Coroner of the county in which the remains are discovered has determined if the remains are subject to the Coroner's authority. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification.

California Public Resources Code

PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods. In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the landowner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

California Penal Code

California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

c. Local Regulations

City of Ventura General Plan

The City of Ventura General Plan (2005) was adopted on August 8, 2005. Applicable policies and action from the Ventura General Plan related to archaeological and historic resources are listed below (City of Ventura 2005).

Policy 9D: Ensure proper treatment of archeological and historic resources.

Action 9.14: Require archaeological assessments for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located.

Action 9.15: Suspend development activity when archaeological resources are discovered, and require the developer to retain a qualified archaeologist to oversee handling of the resources in coordination with the Ventura County Archaeological Society and local Native American organizations as appropriate.

Action 9.16: Pursue funding to preserve historic resources.

Action 9.17: Provide incentives to owners of eligible structures to seek historic landmark status and invest in restoration efforts.

Action 9.18: Require that modifications to historically-designated buildings maintain their character.

Action 9.19: For any project in a historic district or that would affect any potential historic resource or structure more than 40 years old, require an assessment of eligibility for State and federal register and landmark status and appropriate mitigation to protect the resource.

Action 9.20: Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark.

Action 9.21: Update the inventory of historic properties.

Action 9.22: Create a set of guidelines and/or policies directing staff, private property owners, developers, and the public regarding treatment of historic resources that will be readily available at the counter.

Action 9.23: Complete and maintain historic resource surveys containing all the present and future components of the historic fabric within the built, natural, and cultural environments.

Action 9.24: Create a historic preservation element.

San Buenaventura Municipal Code

Chapter 2.430 of the San Buenaventura Municipal Code authorizes the Historic Preservation Committee to designate local landmarks, points of interest, and historic districts (City of Ventura 2024). An eligible property may be nominated and designated as a landmark or point of interest if it satisfies the requirements set forth below.

LANDMARK

As defined in the San Buenaventura Municipal Code (Chapter 24.455.120), a "Landmark" is any real property such as building, structure, or archaeological excavation, or object that is unique or

significant because of its location, design, setting, materials, workmanship or aesthetic feeling, and is associated with:

- 1) Events that have made a meaningful contribution to the nation, state or community;
- 2) Lives of persons who made a meaningful contribution to national, state or local history;
- 3) Reflecting or exemplifying a particular period of the national, state or local history;
- 4) Embodying the distinctive characteristics of a type, period or method of construction;
- 5) The work of one or more master builders, designers, artists or architects whose talents influenced their historical period, or work that otherwise possesses high artistic value;
- 6) Representing a significant and distinguishable entity whose components may lack individual distinction; or
- 7) Yielding, or likely to yield, information important to national, state or local history or prehistory.

POINT OF INTEREST

Similarly, a “Point of Interest” is any real property or object:

- a) That is the site of a building, structure or object that no longer exists but was associated with historic events, important persons, or embodied a distinctive character of architectural style;
- b) That has historic significance, but was altered to the extent that the integrity of the original workmanship, materials or style is substantially compromised;
- c) That is the site of a historic event which has no distinguishable characteristics other than that a historic event occurred there and the historic significance is sufficient to justify the establishment of a historic landmark.

City of Ventura Downtown Specific Plan

Chapter 2 of the City’s *Downtown Specific Plan* (adopted March 2007) includes the following historic and archaeological preservation policies and actions (City of Ventura 2007):

Certificate

Goal 1: Preserve Ventura’s special sense of place by insisting on high standards of architecture, urban design and landscaping so that new development complements the eclectic architecture and historic richness of our Downtown.

Policy 1A: Enhance, preserve and celebrate the Downtown’s historic and prehistoric resources.

Action 1.1: Conduct an historical survey of Downtown properties in accordance with National Register Bulletin #24 Guidelines for Local Surveys: A Basis for Preservation Planning that includes the following:

1. Inventory of above ground historic, architectural and cultural resources;
2. Inventory of below ground prehistoric, historic and cultural resources;

3. Inventory of potentially significant historic districts that classifies buildings according to categories of importance, which may include the following:
 - a. Individually significant buildings, e.g. local landmarks including points of interest and contributing buildings, national historic landmarks or those listed in the National Register of Historic Places or state register.
 - b. Contributing buildings - buildings of importance to the understanding of an identified historic district.
 - c. Non-contributing buildings - buildings located within an identified historic district that do not contribute to the understanding of the district and/or are not individually historically or culturally significant.

Action 1.2: Require all new development on a lot containing a Historic Resource to be reviewed by the Historic Preservation Committee for compliance with this plan's Historic Resource Design Guidelines and the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.

Action 1.3: Require all new development contiguous to a lot containing a Historic Resource to be reviewed by the Historic Preservation Committee (HPC) for compliance with this plan's Historic Resource Design Guidelines and by the Design Review Committee (DRC) for compliance with the Development Code.

Action 1.4: Prior to completion of the survey identified in Action 1.1, all new development in Downtown shall be evaluated as follows:

1. Applications for all development proposals involving structures over 40 years of age shall include a CEQA-based historic, technical assessment (or "Phase I") prepared by a City-designated historic preservation professional and funded by the applicant.
2. The Community Development Director may request additional documentation via a Phase II study (also funded by the applicant).
3. Community Development Department staff shall evaluate the Phase I and/or Phase II to determine whether the application involves a Historic Resource.
4. When the Community Development Department staff determines a Historic Resource is present but not formally designated as a landmark, the development proposal shall be reviewed by the Historic Preservation Committee (HPC) for compliance with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties and this plan's Historic Resource Design Guidelines, in addition to any review procedures required pursuant to the Development Code.
5. When the Community Development Department staff determines a Historic Resource is not present, the development proposal shall be reviewed pursuant to the Development Code.

Action 1.5: Prior to completion of the survey identified in Action 1.1, all new requests to demolish a structure over 40 years of age shall be evaluated as follows:

1. The Demolition Permit application shall include a CEQA based historic, technical assessment (or "Phase I") prepared by a City-designated historic preservation professional and funded by the applicant.

2. The Community Development Director or Building Official may request additional documentation via a Phase II study (also funded by the applicant).
3. Community Development Department staff shall evaluate the Phase I and/or Phase II study to determine whether the application involves a Historic Resource.
4. If Community Development Department staff determines that a potential Historic Resource would be in part or wholly, demolished, an Initial Study shall be prepared.
5. The Historic Preservation Committee (HPC) shall review the resulting environmental document and Demolition Permit application. The HPC may approve, conditionally approve, or deny the Demolition Permit application depending upon its ability to cause a significant environmental impact relative to the Historic Resource.

Action 1.6: Establish a permit application fee for design review by the Historic Preservation Committee.

Action 1.7: Require new or re-modeled Downtown signs be consistent with the pedestrian scale, and designed as prescribed by the Development Code Sign Standards, or in conformance with the Historic Resource Design Guidelines.

Action 1.8: Identify funding for the ongoing preservation of City-owned historic resources in the Downtown and provide incentives for private preservation efforts.

Action 1.9: Update the Historic and Prehistoric Sensitivity map.

Action 1.10: Continue implementing current City permit procedures to preserve or document archaeological resources by requiring new development to:

1. Have a City-qualified archaeologist and Native American monitor present during excavation in streets and beneath 19th and early 20th century structures consistent with City and County archaeological mitigation guidelines;
2. Document and record data or information relevant to prehistoric and historic cultural resources that may be impacted by proposed development to assess potential impacts and develop appropriate mitigation measures;
3. Provide periodic and systematic inspection reports of any Pleistocene deposits which are cut by excavation activities, prepared by a qualified paleontologists; and
4. Include clauses in grading and building permits that require the developer to contact the Ventura County Historical Society, the Los Angeles Natural History Museum, and/or the invertebrate Paleontologist at the UCLA Department of Geology when an archaeological discovery is made.

4.3.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

This section is based on information provided in the *Main Street Moves Cultural Resources Assessment* completed by Rincon Consultants in 2024 (herein referred to as 2024 Cultural Resources Assessment). The 2024 Cultural Resources Assessment contains confidential cultural resources information and is therefore not available for public review. The findings of the 2024 Cultural

Resources Assessment are summarized in this section and the assessment can be provided to qualified cultural resource specialists upon request.

The 2024 Cultural Resources Assessment included desktop background research, a cultural resources records search of the California Historical Resources Information System (CHRIS), a Sacred Lands File search conducted by the NAHC, and an assessment of the project's potential to result in impacts to archaeological and built environment resources pursuant to CEQA. The project site is limited to the existing right-of-way and consists of paved roadways and developed sidewalks. The project site does not include any buildings, and it has no ground surface visibility due to the roadways and sidewalks. For these reasons, as well as the limited ground disturbance required to implement the project, built environment and archaeological field surveys were not conducted and potential impacts were assessed based on the results of the desktop background research and records search.

DESKTOP BACKGROUND RESEARCH

Desktop background research was conducted to ascertain the development history of the project site and to determine if any built environment resources over 45 years old that may be considered historical resources under CEQA were present within the project site. A variety of primary and secondary source materials, including, but not limited to, historical maps, aerial photographs, and written histories of the area, were reviewed. Furthermore, the project site has been heavily disturbed from roadway construction and maintenance, as well as surrounding urban development.

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM

Efforts to identify historical resources within the proposed project included a search of the CHRIS and review of the NRHP, CRHR, California Historical Landmarks list, City of Ventura Register of Landmarks and Points of Interest, the Archaeological Determination of Eligibility list, and the Built Environment Resources Directory, as well as its predecessor the California State Historic Property Data File. On May 22, 2023, Rincon conducted a CHRIS search at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The SCCIC is the official state repository for cultural resources records and reports for Ventura County. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the proposed project so that the area's cultural resources sensitivity could be assessed. The CHRIS records search and background research identified 54 cultural resources that have been previously recorded within a 0.25-mile radius of the proposed project. Of these, 39 are built environment resources, such as historic-period buildings and structures, and 15 are archaeological resources.

NATIVE AMERICAN HERITAGE COMMISSION SACRED LANDS FILE

A Sacred Lands File search and Assembly Bill (AB) 52 Native American contact list request was submitted to the NAHC on May 16, 2023. The NAHC responded on May 19, 2023, stating the results of the Sacred Lands File search were negative for Sacred Lands near the proposed project. The results of the AB 52 consultation effort are discussed further in Section 4.12 *Tribal Cultural Resources*.

Significance Thresholds

If a project may cause a substantial adverse change in the characteristics of a resource that convey its significance or justify its eligibility for inclusion in the CRHR or a local register, either through demolition, destruction, relocation, alteration, or other means, then the project would have a significant effect on the environment (*CEQA Guidelines* Section 15064.5[b]). According to Appendix G of the *CEQA Guidelines*, impacts related to cultural resources would be significant if the proposed project would:

1. Cause a substantial adverse change in the significance of a historical resources pursuant to Section 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
3. Disturb any human remains, including those interred outside of dedicated cemeteries.

Historical resources include all properties (historic, archaeological, landscapes, traditional, etc.) eligible or potentially eligible for the NRHP, as well as those that may be significant pursuant to State and local laws and programs. Archaeological resources include artifacts, structural remains, and human remains belonging to an era of history or prehistory. Threshold 1 broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, analysis under Threshold 1 has been limited to built environment resources.

Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold 2.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Impact CUL-1 DUE TO THE NATURE OF EXISTING HISTORICAL RESOURCES AND THE CHARACTERISTICS OF THE PROPOSED PROJECT, THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF BUILT ENVIRONMENT HISTORICAL RESOURCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The 2024 Cultural Resources Assessment identified two historic districts that encompass all or portions of the project site and areas immediately surrounding the project site: the Mission Historic District and the Main Street Commercial Historic District (Figure 4.3-1)

Mission Historic District (P-56-150222)

The Mission Historic District, also referred to as the Mission San Buenaventura and Mission Compound Site, is designated at the local, state, and national level. The district is bound by Santa Clara Street, Ventura Avenue, Poli Street, and Palm Street. It was listed in the NRHP and CRHR in 1975 following nomination by James Capito, Robert Lopez and Myrle Kirk of the City's Historic Preservation Commission and designated locally at an unidentified time (Capito et al. 1975).

The district is significant as representative of several important phases in the prehistorical and historical development of Ventura. It contains prehistoric Chumash archaeological sites and represents the Mission Period settlement of California by the Spanish, beginning in the late-1780s

with construction of the original mission church (no longer extant) and extending to the 1860s when President Lincoln deeded portions of the original property around the church to the Roman Catholic Diocese. The NRHP nomination associated with the district does not definitively list its contributing and non-contributing resources, nor does it explicitly state under which criteria the district is significant, define its period of significance, or list its character-defining features. The nomination implies, however, that the buildings, structures, and open spaces listed in Table 4.3-1 may contribute to the district. While many of the apparent contributors are associated with the mission, late nineteenth century/early twentieth century commercial buildings and residential properties also appear to be included, displaying the evolution of the area (Capito et al. 1975).

The project site extends into the Mission Historic District along Main Street from South Palm Street to Junipero Street (Figure 4.3-1). From a built environment perspective, the portion of the project site that falls within the Mission Historic District includes only the contemporary roadway and sidewalks that run through it and does not include any of the district's presumed built environment contributing resources.

Table 4.3-1 Potential Mission Historic District Contributors

Contributing Property Name	Address
San Buenaventura Mission Church (P-56-150063 and P-56-150211)	211 East Main Street
Settling tank, holding reservoir, a portion of the aqueduct, foundations of Mission Period out-buildings (P-56-015591)	Various locations in the vicinity of the Mission
Old Mission Museum/Shop Building (P-56-150089)	277 East Main Street
Peirano's Grocery Store(P-56-150064)	206 East Main Street
Wilson Studios building (P-56-150068)	208 East Main Street
Parochial School Mission Rectory and School Convent	28-38 Figueroa Street
Fire Department Museum at Figueroa Plaza	Figueroa and Santa Clara streets
Mission Plaza Park (P-56-15212)	South of the Mission and Main Street
Eastwood Park (56-15212)	West of the Mission
The Peirano House (P-56-150065)	107 South Figueroa Street
The Elwell House	143 Figueroa Street
Source: Capito et al. 1975	

Main Street Commercial Historic District

The Main Street Commercial Historic District is an undesignated local historic district identified in the *Historic Resources Survey Update for the Downtown Specific Plan Area* prepared by HRG in April 2007. Although not formally designated, the district was identified in a survey that meets the requirements of Section 5024.1(g) of the PRC and is therefore considered a historical resource in accordance with *CEQA Guidelines* Section 15064.5(a)(2). The district contains 98 properties along Main Street between Figueroa Plaza and Fir Street, of which 53 properties are district contributors. The area comprising the district functioned as the city's primary commercial corridor and represents the historic development of Main Street in the commercial and social life of the city from 1870 through 1962, the period of significance for the district (HRG 2007). The end of its period of significance, 1962, is associated with the freeway's construction and the resulting diversion of commercial activity from Main Street.

Contributing properties to the district largely consist of one- to two-story commercial buildings constructed between the 1880s and 1960s. The buildings reflect the various architectural styles popular during this period, including Beaux Arts, Spanish Colonial Revival, Mediterranean Revival, Art Deco, Streamline Moderne and Midcentury Modern styles (HRG 2007). The Main Street Historic District does not represent one moment in time but rather an evolution of the district throughout the decades; therefore, buildings with updated facades from the period of significance are also identified as contributors. Non-contributing properties are those constructed after 1962 or were substantially altered and lack integrity. As shown in Figure 4.3-1, a portion of the project site spans the district from Figueroa Plaza to South Fir Street; however, the project site does not include any contributors to the district. Table 4.3-2 lists the district’s contributing properties.

Table 4.3-2 Main Street Commercial Historic District Contributors

Contributing Property Name (in 2007)	Address
Benton, Orr, Duval and Buckingham	39 North California Street
Sportsman Restaurant (Astor Hotel)	53-57 South California Street
Bella Magiore (A.C. Martin Building)	61-79 South California Street
Motley-Gallentine Co. (Packard Garage)	42 North Chestnut Street
Ventura Theatre	26-54 South Chestnut Street
Knights of Columbus (Mission Theater)	28-38 Figueroa Street
Peirano’s Grocery/J’s Tapas	204-208 East Main Street
Mission Gift Shop and Museum (Washington Hotel)	221-225 East Main Street
Animal Rescue Thrift (Nash Garage)	230 East Main Street
None	243 East Main Street
ARC Foundation Thrift Store	265 East Main Street
Top Hat Burger Palace	297-299 East Main Street
Palermo	315-321 East Main Street
Hamilton Building	324-328 East Main Street
J.C. Penney	327 East Main Street
Child Abuse Thrift	340 East Main Street
Ventura Leather	353-355 East Main Street
Hamilton Hotel	363-373 East Main Street
Antique Collection	374 East Main Street
Rusty Nail	378 East Main Street
Main Street Antiques	384 East Main Street
Bank of Italy	394 East Main Street
Nicholby’s	404-410 East Main Street
Fusion Home	418-424 East Main Street
Subway	440-442 East Main Street
For Your Home	443 East Main Street
El Jardin Patio	451-461 East Main Street
Golden Lion Gallery	454 East Main Street
Realty Building	456-468 East Main Street
Times Remembered Antiques	467-471 East Main Street

Contributing Property Name (in 2007)	Address
Ventura Inn (Hotel Ventura)	477-495 East Main Street
Dexter's Camera and HiFi	484 East Main Street
First National Bank	494 East Main Street/21 South California Street
Bank of America	507-509 East Main Street
Odd Fellows	512-522 East Main Street
Humane Society Thrift	540-542 East Main Street
Toscana West	554 East Main Street
Taj Café/Well Polished	574-576 East Main Street
Ventura Guarantee Building and Loan (Groene Building)	592-598 East Main Street
Ventura Theatre Building	600-620 East Main Street
E.P. Foster Library	651 East Main Street
The Massage Place	652-654 East Main Street
Paradise Wines	671-677 East Main Street
Chicago Ribs (Ventura Mutual Fire Insurance Company)	692 East Main Street
Oak Street Property Shoppe	46 North Oak Street
Ancient Aromatics	50 North Oak Street
None	27 South Oak Street
Battlefield Adventures	35-47 South Oak Street
The Great Eastern	51 South Oak Street
American Home Antiques	54-70 South Oak Street
My Florist Wine Café and Bakery	76 South Oak Street
Mission Hotel	79-97 South Oak Street
Livery Theatre (Old Town Livery)	34-52 North Palm Street
Source: Historic Resources Group 2007	

Figure 4.3-1 Identified Historic Districts within the Project Site



The 2024 Cultural Resources Assessment indicated that five of the potential Mission Historic District contributors and 10 of the Main Street Commercial Historic District contributors, all which are located adjacent to the project site, are also individually designated resources. Additionally, three points of interest and two landmarks were identified adjacent to the project site, although none are district contributors. Table 4.3-3 provides additional detail related to these resources.

Table 4.3-3 Previously Identified Individual Built Environment Resources Adjacent to the Project Site

Resource Name	Address	Designation Status
San Buenaventura Mission (56-150063 and P-56-15021)	211 East Main Street	Listed in the NRHP; Landmark No. 10; Contributor to the Mission Historic District
Peirano's Grocery Building (P-56-150064)	206 East Main Street	Landmark No. 32; Contributor to the Mission Historic District
Wilson Studios Building (P-56-150068)	208 East Main Street	Landmark No. 32; Contributor to the Mission Historic District
Ventura Theater (P-56-150155)	26 South Chestnut Street	Listed in the NRHP; Landmark No. 24 Contributor to the Main Street Commercial Historic District
Top Hat Restaurant (P-56-152835)	299 East Main Street	Listed in the NRHP; Contributor to the Main Street Commercial Historic District
Ventura Insurance Building	692 East Main Street	Landmark No. 71; Contributor to the Main Street Commercial Historic District
Theodore Groene Building	592-598 East Main Street	Landmark No. 15; Contributor to the Main Street Commercial Historic District
First National Bank of Ventura 1926	494 East Main Street	Landmark No. 37; Contributor to the Main Street Commercial Historic District
El Jardin Patio Building	451-461 East Main Street	Landmark No. 63; Contributor to the Main Street Commercial Historic District
Bank of Italy	394 East Main Street	Landmark No. 38; Contributor to the Main Street Commercial Historic District
The Hamilton Hotel 1924	363-373 East Main Street	Landmark No. 111; Contributor to the Main Street Commercial Historic District
J.C. Penny Company	327 East Main Street	Landmark No. 112; Contributor to the Main Street Commercial Historic District
Old Town Main Street Investments, LLC	315-321 East Main Street	Landmark No. 102; Contributor to the Main Street Commercial Historic District
Mission Norfolk Pines	Adjacent to 211 East Main Street	Landmark No. 8
First Post Office Building	377 East Main Street	Landmark No. 25
Chaffee & McKeeby, Einstein & Bernheim General Store	Southeastern corner Main Street and Palm Street (no longer extant)	Point of Interest No. 43
First National Bank of Ventura 1904	401 East Main Street	Point of Interest No. 36
Theodosia Burr Shepherd Gardens	Southeastern corner of Poli Street and Chestnut Street	Point of Interest No. 34

The proposed project would result in the full-time, long-term closure of portions of Main Street and California Street. To facilitate the closure, the project would result in the installation of semi-permanent removeable bollards, bollard sleeves, and crash-rated planters. The project would result

in no direct physical alteration to any of the resources contributing to either of the districts noted above or any individual historical resources located adjacent to the project site. Additionally, the Main Street Moves Noise and Vibration Study (**Appendix D**) prepared in support of the project indicates that vibration associated with construction of the project would not result in physical damage to any of the resources contributing to either of the districts or any individual historical resources located adjacent to the project site.

Although the existence of the Main Street right-of-way through the Mission and Main Street Commercial Historic Districts aids in defining their character to an extent, the presence of the roadway corridor, as opposed to its materials and detailing, is that which is defining. The historic districts have experienced significant change over time, both in their materials of construction and in their use. In the time since the initial development of the areas comprising these districts, Main Street has gone from a dirt road used primarily by pedestrians and those on horseback to a setting largely dominated by the automobile. In recent decades, Main Street has become an environment friendly and appointed for both pedestrians and vehicular traffic.

The current setting comprising the historic districts and adjacent individual historical resources is developed with roadways, sidewalks, and associated contemporary features and infrastructure such as streetlights, electric pedestrian crosswalk signals, traffic signals, and signs. The proposed project would result in the installation of relatively small-scale features (bollards, bollard sleeves, and planters) within the existing right-of-way in an environment that has been consistently and significantly altered throughout the decades. Elements proposed by the project are generally consistent with the urban environment that comprises both historic districts and the setting of contributing buildings in addition to surrounding individual historical resources such that they would not be significantly altered or materially impaired by implementation of the proposed project. Additionally, the proposed project elements are considered semi-permanent and could be removed at a future date with little, if any, permanent visual change to the area. Following implementation of the project the districts and all adjacent located resources will remain able to convey their historical association and will remain eligible historical resources as currently designated. Therefore, impacts related to historical resources would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Impact CUL-2 CONSTRUCTION OF THE PROJECT HAS THE POTENTIAL TO CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE DUE TO GROUND DISTURBANCE AND KNOWN RESOURCES IN THE PROJECT SITE. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

The CHRIS records search identified three resources with archaeological components within or potentially within the current project site: P-56-150222 (the Mission Historic District), CA-VEN-1071H, and P-56-152846.

Mission Historic District (P-56-150222)

P-56-150222 is the NRHP-listed Mission Historic District, discussed in detail under Impact CUL-1, above. Three archaeological resources are identified in the NRHP nomination form as contributors to the Mission Historic District and include a large prehistoric village site with Mission Period and Mexican Period deposits and features (P-56-000004/CA-VEN-4), a prehistoric/protohistoric/historic resource also known as the Mission Plaza Archaeological Site (P-56-000087/CA-VEN-87H), and the location of the first China Town in Ventura (P-56-000974/CA-VEN-974H). None of the recorded archaeological contributors are recorded within the current project site. Although the area surrounding the Mission Historic District has experienced extensive above ground alterations, numerous historic and prehistoric intact archaeological features have been identified below the ground surface. The nomination form further notes “Excavations have indicated the presence of extensive well-preserved Mission Period archaeological resources within the area encompassed by this nomination. The archaeological values of the Mission compound site represent the total known Mission Period remains associated with Mission San Buenaventura. These remains are very rare and are the only archaeological source of information about Mission Period San Buenaventura and have a high potential for yielding information about settlement patterns associated with the California Mission system.” Thus, although the only formally recorded archaeological contributors to the Mission Historic District are outside the current project site, archaeological remains associated with the Mission Historic District and Mission San Buenaventura are likely present throughout the Mission Historic District boundary. The Mission Historic District is listed in the NRHP and is, therefore, a historical resource under CEQA.

CA-VEN-1071H

CA-VEN-1071H consisted of Mission-Period (1782-1830) floor tiles, *lavanderias*, and aqueducts associated with the San Buenaventura Mission. Associated cultural materials consisted of historic-period European and Chinese ceramics, stoneware, glass bottles, as well as prehistoric beads and stone bowl fragments. CA-VEN-1071H was not identified by the SCCIC within the records search radius as part of the current study, and no information regarding the resource was provided by the SCCIC; all information regarding CA-VEN-1071H was gleaned from study VN-01064 (Foster and Greenwood 1991). Study VN-01064 notes that the aqueducts likely extend into Main Street and lead to the Albinger Archaeological Museum property through the current project site. It is unclear whether CA-VEN-1071H has been evaluated for the CRHR or NRHP. However, given its association with Mission San Buenaventura, the resource is assumed eligible for the purposes of this analysis as a potential contributor to the Mission Historic District.

P-56-152846

P-56-152846 was initially recorded in 2008 by Martin Nienstedt as a feature consisting of thick *ladrillo* tiles and ash underlain by a 3-inch-thick deposit of dark soil identified 12-feet (3.7-meters) west of the intersection of Main Street and Palm Street. The resource is within the current project site, near the location where bollards are proposed to be installed. The record notes that the deposit underlying the tiles may be prehistoric (Nienstedt 2008). No artifacts were identified in association with the feature but the record notes that brick, mortar and wood were observed and collected. The feature measured approximately 10 feet (3 meters) long by 1 foot (0.3 meter) thick and may be related to a floor or road feature uncovered during a 1995 construction project by Schmidt and Schmidt, which was thought to represent part of the Mission’s threshing grounds. P-56-152846 has not been evaluated for listing in the CRHR or NRHP. However, given its association with

Mission San Buenaventura, the resource is assumed eligible for the purposes of this analysis as a potential contributor to the Mission Historic District.

Numerous other archaeological sites are recorded within a 0.25-mile (0.40-kilometer) radius of the project site, indicating high archaeological sensitivity of the area. According to PRC 15126.4(b)(3) (as of January 2022), public agencies shall, whenever possible, seek to avoid damaging effects on any historical resource of an archaeological nature. If feasible, the resource shall be preserved in place, meaning the relationship between artifacts and the archaeological context is maintained.

Project-related, ground-disturbing activities for the installation of the semi-permanent removable bollards and bollard storage sleeves would include ground disturbance up to 5.5 feet deep and up to 3 feet wide, requiring a total of up to 205 cubic yards of excavation. Ground disturbance at this depth has the potential to encounter buried resources, which could cause a substantial adverse change to the significance of a historical resource (the Mission Historic District; P-56-150222) and its potential contributors (CA-VEN-1071H and P-56-152846), as well as previously unknown and intact archaeological resources that may exist within the project site. Therefore, the project has the potential to cause a substantial adverse change in the significance of an archaeological resource. Due to the potential for significant impacts to known and previously unidentified subsurface resources throughout the project site, this impact would be potentially significant, and mitigation is required.

Mitigation Measures

CUL-2(A) PROJECT AVOIDANCE MEASURES WITHIN MISSION HISTORIC DISTRICT (P-56-150222)

The City shall employ project avoidance measures for the below-grade project components located within the recorded boundaries of the Mission Historic District (P-56-150222) and a 200-foot buffer surrounding it. Below-grade components include semi-permanent removable bollards and bollard storage sleeves used to house the removable bollards when not in use. The semi-permanent removable bollards, bollard storage sleeves, and any additional below grade components that have been deemed necessary for project construction, shall not exceed the existing road base layer within the roadways and/or must remain within the existing sidewalk pavement. If avoidance is infeasible, an Archaeological Data Recovery Program, described in Mitigation Measure CUL-2(c), shall be required.

CUL-2(B) WORKERS ENVIRONMENTAL AWARENESS PROGRAM TRAINING

A qualified archaeologist shall be retained to prepare and conduct a workers environmental awareness program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training shall be conducted by a qualified archaeologist who meets or exceeds the Secretary of Interior's Professional Qualifications Standards for Archaeology (National Park Service 1983), or an archaeologist under the qualified archaeologist's direction. The initial WEAP training shall be given to all construction personnel, including, but not limited to, City personnel, contractors, and subcontractors prior to their involvement in any project-related, ground-disturbing activities. Additional personnel who subsequently become involved in the project shall also receive the WEAP training prior to their involvement in any ground-disturbing activities. This can be accomplished by additional in-person training sessions by the qualified archaeologist or through the distribution of hardcopy or electronic training materials. The City shall ensure that construction personnel attend the training and retain documentation demonstrating attendance. The WEAP training shall include a description of the

types of cultural material that may be encountered, cultural sensitivity issues, the regulatory environment, specific procedures to be followed in the event of an inadvertent discovery, and the proper protocol for treatment of the materials in the event of a find. A Native American representative from one or more of the Native American groups contacted as part of AB 52 consultation shall be provided an opportunity to review and provide input during development of the WEAP and shall be afforded an opportunity to speak during its presentation.

CUL-2(c) DEVELOPMENT AND IMPLEMENTATION OF CULTURAL RESOURCES MONITORING PLAN

Prior to the start of project-related ground-disturbing activities, a qualified archaeologist, or an archaeologist under the supervision of the qualified archaeologist, shall prepare a Cultural Resources Monitoring Plan (CRMP). The CRMP shall be prepared to support the archaeological and Native American monitoring effort, required by Mitigation Measure CUL-2(d) and consistent with the City's DTSP, to reduce potential impacts to archaeological resources by requiring identification, documentation, and treatment of finds made during project construction and by establishing avoidance as the preferred manner of treatment. The CRMP shall stipulate that archaeological and Native American monitoring shall occur for all project-related ground disturbing activities. The CRMP shall stipulate that Native American tribes are provided an opportunity to conduct the Native American monitoring, but construction may continue under the qualified archaeologist if Native American tribes are not available to monitor. The CRMP shall stipulate the monitoring requirements and identify when monitoring may be reduced.

The CRMP shall include monitoring protocols to be carried out during project construction. Consistent with the City's DTSP, Policy 1A, Action 1.10 and as required by Mitigation Measure CUL-2(d), outlined below, the CRMP shall stipulate that the City retain a Native American monitor, associated with one or more of the Native American groups that were contacted as part of AB 52 consultation for the project, to monitor all project-related, ground-disturbances. In preparing the CRMP, the City shall consult with the Native American groups that were previously contacted as part of AB 52 consultation for the project to determine the scheduling of monitors. A rotating Native American monitoring schedule shall be incorporated into the CRMP if two or more Native American groups request to monitor during project construction.

The CRMP shall outline the appropriate measures to be followed in the event of a cultural resource discovery during project construction, including all ground disturbance within 100 feet of a discovery shall be halted and redirected. The qualified archaeologist shall provide recommendations regarding the resource's potential significance and potential treatment in consultation with the Native American groups that were previously contacted as part of AB 52 consultation. If the discovery is identified to be a site (generally more than three artifacts), the evaluation shall require preparation of an Archaeological Testing Plan (ATP) to determine if the resource qualifies for CRHR listing. Such evaluations will be used to determine if the project may have a significant impact on the resource. The CRMP shall identify avoidance as the preferred manner of mitigating impacts to cultural resources. The CRMP shall establish the criteria used to evaluate the significance (per CEQA) of the discoveries, methods of avoidance consistent with *CEQA Guidelines* Section 15126.4(b)(3). Following the execution of the ATP, if the City, in consultation with the qualified archaeologist, determines that the discovery is significant and cannot be avoided by the project, additional work such as an Archaeological Data Recovery Program (ADRP) shall be completed prior to the resumption of ground-disturbing activities in the immediate area to mitigate any significant impacts to cultural resources. The ATP and ADRP are described in further detail below.

CRHR criteria for evaluating the significance of cultural resources shall be used in the event a cultural resource is discovered. If resources are discovered and the qualified archaeologist recommends the resource meets the significance criteria of CRHR Criterion 4, and if preservation in place is not feasible, an ADRP shall be implemented. If resources are found to meet CRHR criteria 1 and/or 2 and /or 3, then the City and other appropriate parties shall be notified upon the determination.

- **Archaeological Testing Plan:**

The purpose of the ATP will be to determine the extent and possible presence/absence of cultural resources and to identify whether the resource(s) constitute a historical resource using the criteria of the CRHR.

- The ATP shall be conducted in accordance with an approved ATP that will be reviewed by the Native American groups previously contacted as part of AB 52 consultation for the project.
- At the completion of the ATP, the qualified archaeologist shall submit a written report of the findings.
- If the qualified archaeologist determines that a significant archaeological resource is present and that the resource could be adversely affected by the project, at the discretion of the City:
 - The project shall be re-designed as to avoid any adverse effects; or
 - A data recovery program shall be implemented.

- **Archaeological Data Recovery Program:**

Should a cultural resource that qualified for CRHR listing under Criterion 4 for data potential be identified and cannot be avoided by the project, an ADRP shall be completed to comprehensively document the resource and exhaust the data potential. The ADRP shall be conducted by the qualified archaeologist in accordance with the California Office of Historic Preservation's 1990 *Archaeological Resource Management Reports: Recommended Contents and Format*.

Prior to implementing the field component of the ADRP, a Data Recovery Plan shall be prepared by the qualified archaeologist selected to carry out the ADRP. The Data Recovery Plan shall be prepared in consultation with Native American groups previously contacted as part of AB 52 consultation for the project and reviewed and approved by the City. The Data Recovery Plan shall, at minimum, include the following:

- Field Methods and Procedures
- Thresholds for Achieving Data Redundancy
- Cataloguing and Laboratory Analysis
- Discard and Deaccession Policy
- Interpretive Program
- Security Measures
- Final Report
- Curation

The CRMP shall also outline the appropriate procedures to be undertaken in the event human remains are encountered. Specifically, the CRMP shall stipulate that in the case human remains are

unearthed during project construction, all work within 100 feet of the find shall be immediately halted, and the protocols set forth in Section 15064.5(e)(1) of the *CEQA Guidelines*, Health and Safety Code Section 7050.5(c), and PRC Section 5097.98 (as amended by AB 2641) be implemented. These protocols include contacting the Ventura County Coroner to evaluate the remains. If the County Coroner determines that the remains are Native American, the County Coroner shall contact the NAHC. The NAHC shall then identify an MLD of the deceased Native American, who shall then help determine what course of action should be taken in the disposition of the remains.

Prior to the start of project construction, the CRMP shall be submitted to the City for review and approval, as well as to the Native American groups that were previously contacted as part of AB 52 consultation for the project for review and comment before being finalized. The requirements outlined in the final CRMP shall be implemented during project construction.

CUL-2(d) ARCHAEOLOGICAL AND NATIVE AMERICAN MONITORING

Consistent with the City's *Downtown Specific Plan*, Policy 1A, Action 1.10, and the CRMP prepared as part of Mitigation Measure CUL-2(c) above, an archaeological monitor and a Native American monitor shall be retained by the City to observe all project-related, ground-disturbing activities within the project site in order to reduce potential impacts to intact subsurface deposits associated with CA-VEN-1071H and P-56-152846, as well as previously unknown and intact archaeological resources that may exist throughout the project site. Archaeological monitoring shall be performed under the direction of a qualified archaeologist, defined as an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology (National Park Service 1983). Native American monitoring shall be performed by a Native American representative from one or more of the Native American groups contacted as part of AB 52 consultation for the project, if available. Construction may continue under the qualified archaeologist if Native American tribes are not available to monitor. The archaeological monitor shall prepare daily logs to be submitted at the completion of the project as part of the CRMP. In the event that previously unidentified archaeological resources are encountered during project construction, monitors shall have the authority to halt or redirect work within 100 feet of the discovery and the protocols set forth in the CRMP shall be followed.

At the completion of monitoring, the CRMP shall document the findings during the monitoring effort for the project. The report shall include the monitoring logs completed for the project and document any discoveries made during construction monitoring. The Cultural Resources Monitoring Report shall be submitted to the City and the SCCIC.

Significance After Mitigation

Implementation of Mitigation Measure CUL-2(a) would reduce impacts to known archaeological resources associated with the Mission Historic District to a less-than-significant level by avoiding ground disturbance below the existing road base layer, thereby protecting the resources in place. If avoidance of these known archaeological resources is infeasible, Mitigation Measure CUL-2(c) would reduce potential impacts to known archaeological resources associated with the Mission Historic District by developing and implementing a CRMP to identify, document, and treat archaeological resources encountered during construction.

Implementation of Mitigation Measures CUL-2(b) through CUL-2(d) would reduce potential impacts to unknown archaeological resources throughout the project site to a less-than-significant level by requiring archaeological sensitivity training for all construction personnel prior to the commencement of any ground-disturbing activities, ensuring archaeological and Native American

monitoring of all project-related, ground-disturbing activities within the project site, and developing and implementing a Cultural Resources Monitoring plan to identify, document, and treat archaeological resources encountered during construction.

Threshold 3: Would the project disturb any human remains, including those interred outside of formal cemeteries?

Impact CUL-3 GROUND-DISTURBING ACTIVITIES ASSOCIATED WITH THE PROJECT COULD RESULT IN DAMAGE TO OR DESTRUCTION OF HUMAN BURIALS. WITH ADHERENCE TO EXISTING REGULATIONS, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Human burials outside formal cemeteries can occur in prehistoric archaeological contexts. Native American burials have been previously identified within the project site. The Mission cemetery was identified under East Main Street during repairs to Mission walls in 2017 (Carlson 2017). Other human remains were found along East Main Street outside the cemetery in the Mission District during maintenance activities and were never formally recorded. Construction activities could have the potential to disturb human remains regardless of their context or composition. However, existing regulations specific to the unanticipated discovery of human remains would apply to the proposed project. Specifically, as required by the State of California Health and Safety Code Section 7050.5, if human remains are found, no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of the discovery of human remains, the County Coroner shall be notified immediately. If the human remains are determined to be of Native American origin, the Coroner shall notify the NAHC, which will determine and notify an MLD. The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to these existing regulations, this impact would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.3.4 Cumulative Impacts

The geographic scope for cumulative impacts related to cultural resources is the project site and immediately surrounding properties. This geographic scope is appropriate because, generally, cultural resources impacts associated with individual developments are site-specific in nature and must be addressed on a case-by-case basis.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 in Chapter 3, *Environmental Setting*, would have the potential to adversely impact historical built environment resources. However, the magnitude of impacts for individual projects would depend upon the location, size of development, and proximity to historical built environment resources. Historic resource evaluations would be completed on a case-by-case basis for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including resource avoidance measures and noise and vibration reduction

measures, would address impacts related to built environment resources associated with cumulative development. Therefore, cumulative development would have a less-than-significant cumulative impact involving substantial adverse changes in the significance of built environment resources.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 in Chapter 3, *Environmental Setting*, would have the potential to adversely impact buried archaeological resources through ground-disturbing construction activities. The magnitude of impacts for individual projects would depend upon the location, size of development, depth of the ground disturbance, and the resources associated with or location within the individual development sites. Archeological resource evaluations would be completed on a case-by-case basis for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including resource avoidance measures and monitoring during ground disturbance within culturally sensitive areas, would address impacts related to archaeological resources associated with cumulative development. Therefore, cumulative development would have a less-than-significant cumulative impact involving substantial adverse changes in the significance of archeological resources.

Similarly, cumulative development projects would have the potential to adversely impact buried human remains through ground-disturbing construction activities. The magnitude of impacts for individual projects would depend upon the location, size of development, depth of the ground disturbance. State of California Health and Safety Code Section 7050.5 would apply to all future development, and compliance with such regulations would address impacts related to buried human remains associated with cumulative development. Therefore, cumulative development would have a less-than-significant cumulative impact involving the disturbance of human remains.

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4.4 Energy

4.4.1 Setting

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020, as the basis for analysis and impact determination. For the purpose of this energy impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Background

Energy relates directly to environmental quality because energy use can adversely affect air quality and other natural resources. Fossil fuels are burned to create electricity to power homes and vehicles, which creates heat. Transportation energy use relates to the fuel efficiency of cars and trucks, and the availability and use of public transportation, the choice of different travel modes (auto, carpool, and public transit), and the miles traveled by these modes. Construction and routine operation and maintenance of infrastructure also consume energy, as do residential and commercial land uses, typically in the form of natural gas and electricity. However, natural gas would not be included as a project design feature and is therefore excluded from this analysis.

c. Energy Supply

Based on the California Energy Commission's (CEC) California Energy Demand Forecast, 2021-2035, Southern California Edison's (SCE) total energy to serve load¹ for 2027 is 100,313-gigawatt hour (GWh), and the net peak demand² in 2027 will be 23,448 megawatt of electricity in the low-case demand scenario.³ The proposed project's energy consumption is compared to SCE's energy demand capacity in Impact E-1, below.

d. Energy Consumption and Sources

In 2023, total energy consumption in the United States was approximately 94 quadrillion British Thermal Units (Btu) (United States Energy Information Administration [USEIA] 2024b). Petroleum provided approximately 38 percent of that energy, other sources of energy coming from natural gas (approximately 36 percent), coal (approximately 9 percent), total renewable sources (approximately 9 percent), and nuclear power (approximately 9 percent) (USEIA 2024b). On a per capita basis in 2023, California was ranked the second lowest state in terms of total energy consumption, or about 36 percent less than the U.S. average per capita consumption of 295 MMBtu per person (USEIA 2024a).

¹ The total energy to serve load is the total electricity demand for a given forecasted year within a utility service area. This forecast is a benchmark for the utility to have enough electricity to serve total demand.

² The net peak demand is the maximum amount of instantaneous energy demand for all buildings within a utility service area over the course of the forecasted year, minus losses from transmission and distribution, and utility generated solar. This forecast projects the peak amount of instantaneous energy a utility would need to have the capacity to serve this peak demand.

³ The low-case demand scenario is CEC's low end energy projections for each forecasted year within the utility service area.

The smallest scale at which energy consumption information is readily available is the county level. Therefore, because the project site is in Ventura County, the County is used to characterize the city of Ventura’s existing consumption of petroleum and electricity as described in the following subsections.

e. Electricity

Most of the electricity generated in California is from natural gas-fired power plants, which provided approximately 47 percent of total electricity generated in 2022. In 2022, California produced 69 percent of the electricity it used and imported the rest from outside the state. In 2022, California used 277,764 GWh of electricity, with 287,220 GWh produced in-state (CEC 2024). Ventura County consumed approximately 5,559 GWh of electricity in 2022 from residential and non-residential uses (CEC 2023b). Table 4.4-1 illustrates the County’s 2022 electricity consumption in comparison to statewide consumption and displays the County’s equivalent per capita energy consumption from its electricity demand. With a population of 832,605 in 2022, the County’s 2022 per capita electricity consumption was approximately 6,677-kilowatt hour, or approximately 23 million Btu.

Table 4.4-1 2022 Annual Electricity Consumption

Jurisdiction	Electricity Use (GWh)	Proportion of Statewide Consumption	Consumption per Capita (kWh)	Consumption per Capita (MMBtu)
Ventura County	5,559	2%	6,677	22.78
California	277,764	N/A	7,067	24.11

GWh = gigawatt-hours; kWh = kilowatt hour; MMBtu = Million British Thermal Unit

Notes: For reference, the population of Ventura County (832,605 persons) is approximately 2% percent of the population of California (39,029,342 persons).

Source: California Energy Commission 2023b

The County of Ventura is served by SCE to meet its power demands. SCE delivers power to 15 million people in 50,000 square-miles across central, coastal and southern California, excluding the City of Los Angeles and some other cities. The SCE power system is responsible for maintaining 12,635 miles of transmission lines and 2,959 substation transformers (SCE 2022).

In conjunction with the utility companies, the California Public Utilities Commission (CPUC) is involved in energy conservation programs. CPUC and CEC are constantly assessing population growth, electricity demand, and reliability. CEC is tasked with conducting assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state’s economy, and protect public health and safety (Public Resources Code Section 25301[a]).

Power plants that provide electricity for SCE are required to go through individual environmental review processes, which may be through the CEC’s certified regulatory program under CEQA, or through the CPUC’s CEQA processes. CEC is continuously tracking potential projects 50 megawatt and larger (CEC 2023d). Similarly, CPUC conducts and manages environmental review of infrastructure projects, including electric, gas, water, and telecommunications (CPUC 2023).

f. Petroleum

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with the state of California being one of the top petroleum-producing states in

the nation. Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in the state with 13.6 billion gallons sold in 2022 (CEC 2023c). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in the state of California with 3.6 billion gallons sold in 2022 (CEC 2023a). Table 4.4-2 summarizes the petroleum fuel consumption for Ventura County, in which the proposed project site would be located, as compared to statewide consumption.

Energy consumed by the transportation sector accounts for roughly 40 percent of California's energy demand in 2022 (USEIA 2024b). Petroleum-based fuels are used for approximately 85 percent of the state's transportation activity (USEIA 2024b). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board (CARB). California's transportation sector, including on-road and rail transportation, consumed approximately 510 million barrels of petroleum fuels in 2022 (USEIA 2024b).

As shown in Table 4.4-2, Ventura County consumed an estimated 303 million gallons of gasoline and 40 million gallons of diesel fuel in 2022 (CEC 2022). The County's annual per capita fuel consumption in 2022 consisted of 364 gallons of gasoline and 48 gallons of diesel fuel per person. According to the CEC, 1 gallon of gasoline is equivalent to approximately 109,786 Btu, while one gallon of diesel is equivalent to approximately 127,460 Btu (Schremp 2017). Based on this formula, approximately 105 billion Btu in transportation fuel were consumed per day in 2022 in Ventura County. As shown in Table 4.4-2, each person in Ventura County consumed approximately 46 million Btu in transportation fuel (both gasoline and diesel) in 2022.

Table 4.4-2 2022 Annual Gasoline and Diesel Consumption

Fuel Type	Ventura County (million gallons)	California (million gallons)	Proportion of Statewide Consumption	County per Capita Consumption (gallons)	County per Capita Consumption (MMBtu)
Gasoline	303	13,640	2.22%	364	40
Diesel	40	2,290	1.75%	48	6

MMBtu = Million British Thermal Unit
Notes: The population of Ventura County is 832,605 persons in 2022.
Source: California Energy Commission 2022

g. Alternative Fuels

A variety of alternative fuels are used to reduce petroleum-based fuel demand. The use of these fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard and Health and Safety Code Section 38566 [Senate Bill 32]). Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle, with many alternative fuels including the following:

- **Hydrogen** is being explored for use in combustion engines and fuel cell electric vehicles. The interest in hydrogen as an alternative transportation fuel stems from its clean-burning qualities, its potential for domestic production, and the fuel cell vehicle's potential for high efficiency (two to three times more efficient than gasoline vehicles). Currently, there are 58 hydrogen refueling stations in California. There is one hydrogen refueling station in Ventura County at 3102 Thousand Oaks Boulevard, approximately 30-miles southeast of the project site (California Fuel Cell Partnership 2024).

- **Biodiesel** is a renewable alternative fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant greases. Biodiesel is biodegradable and cleaner-burning than petroleum-based diesel fuel. Biodiesel can run in any diesel engine generally without alterations but fueling stations have been slow to make it available. There are 35 biodiesel refueling stations in California, one of which is in Ventura County. The nearest biodiesel refueling station is approximately eight miles southeast of the project site at 6417 Ventura Boulevard in Ventura, California (United States Department of Energy 2024).
- **Electricity** can be used to power electric and plug-in hybrid electric vehicles directly from the power grid. The electricity grid usually provides electricity used to power vehicles, which store it in the vehicle's batteries. Fuel cells are being explored to use electricity generated on board the vehicle to power electric motors. There are 42 electrical charging stations in Ventura County, the nearest of which is less than 0.5-mile east of the project site at 555 East Santa Clara Street, in the City of Ventura (ChargeFinder 2024).

h. Energy and Fuel Efficiency

Though the demand for gasoline and diesel fuel is rising because of population growth and limited mass transit, the increase in demand can be offset partially by efficiency improvements. Land use policies that encourage infill and growth near transit centers (e.g., following Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008), improvements to fuel efficiency, and gradual replacement of the vehicle fleet with new, more fuel-efficient, and alternatively fueled vehicles, as well as electric cars, will all reduce fuel use.

4.4.2 Regulatory Setting

a. Federal Regulations

Construction Equipment Fuel Efficiency Standard

The United States Environmental Protection Agency sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 horsepower and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements and are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

b. State Regulations

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as CEC. The Act established a State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures.

California Energy Plan

CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy

economy. The 2008 California Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouragement of urban designs that reduce vehicle miles travelled (VMT) and accommodate pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), CEC and CARB prepared and adopted a joint-agency report, *Reducing California's Petroleum Dependence*, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand. Furthermore, in response to the CEC's 2003 and 2005 *Integrated Energy Policy Reports*, the Governor directed the CEC to take the lead in developing a long-term plan to increase alternative fuel use.

Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The State's three major energy policy agencies (CPUC, CEC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs. They emphasized the importance of the impacts of energy policy on California's environment.

In the October 2005 EAP II, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements earlier EAPs and examines the State's ongoing actions in the context of global climate change.

c. Local Regulations

Connect SoCal 2024

On April 4, 2024, the Southern California Association of Governments Regional Council voted to approve and fully adopt 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal 2024. Connect SoCal 2024 builds upon the progress made through implementation of the 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS and includes goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and

community separators, and implementing regional advance mitigation (Southern California Association of Governments 2024).

The SCS technical report of Connect SoCal 2024 demonstrates the region's ability to attain and exceed the GHG emission reduction targets set forth by CARB and outlines the region's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Connect SoCal 2024 also looks at co-benefits associated with the implementation of strategies to improve mobility, communities, and the environment. Improving the region's mobility and enabling more sustainable development, for example, can reduce energy and water use. The development of more compact and well-connected communities will promote the conservation and efficient use of energy resources. In addition, the availability of a variety of alternative mobility options other than driving (alone) allows for an overall reduction in vehicle miles traveled and associated petroleum use.

The Southern California Association of Governments' SCS provides specific strategies and tools for successful implementation. These include supporting projects that provide diverse housing choices, focusing growth near destinations and mobility options, leveraging technology innovations such as bike sharing and neighborhood electric vehicles, implementing congestion pricing, improvements to pedestrian infrastructure, and more.

City of Ventura General Plan

The City of Ventura General Plan (2005) contains the following strategies, policies, and actions related to energy conservation (for policies related to reducing GHG emissions see Section 4.6, *Greenhouse Gas Emissions*):

Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.

Action 4.5: Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible

Action 4.6: Require new development to be designed with interconnected transportation modes and routes to complete a grid network

Action 4.12: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles

Policy 4B: Help reduce dependence on the automobile.

Action 4.19: Adopt new development code provisions that establish vehicle trip reduction requirements for all development

Action 4.20: Develop a transportation demand management program to shift travel behavior toward alternative modes and services

Action 4.21: Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds

Energy consumption is analyzed in terms of construction and operational energy. Construction energy demand accounts for anticipated energy consumption during construction of the proposed project, such as fuel consumed by construction equipment and construction workers' vehicles traveling to and from the construction site. Operational energy demand accounts for anticipated energy consumption from fuel consumed by mobile vehicles.

This analysis follows the guidance for evaluation of energy impacts contained in Appendix F and Appendix G of the *CEQA Guidelines*. The physical environmental impacts from emissions associated with the generation of electricity and burning of fuels have been accounted for in Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*. The California Emissions Estimator Model (CalEEMod) Version 2022.1 was used to estimate emissions resulting from the proposed project; information provided in the model outputs were then used to calculate energy usage. The CalEEMod results (Attachment A of **Appendix B**) provide the values used in this analysis to determine the anticipated energy consumption during construction and operation of the proposed project.

According to Appendix G of the *CEQA Guidelines*, impacts related to energy would be significant if the proposed project would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; and/or
2. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

IMPACT E-1 NEITHER CONSTRUCTION NOR OPERATION OF THE PROPOSED PROJECT WOULD RESULT IN A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO THE WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction

During construction, the proposed project would consume fuels associated with the onsite use of equipment, off-site hauling of materials and supplies, and worker transportation. The California Code of Regulations requires drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds not to idle the vehicle's primary diesel engine longer than five minutes at any location.⁴ Compliance with this regulation would prevent unnecessary consumption of energy from use of diesel fuel during construction. The bollard and bollard sleeve installation activities that would be associated with project construction do not rely on natural gas as an energy source. Therefore, substantial quantities of natural gas would not be consumed in support of proposed project construction.

⁴ California Code of Regulations, Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.

The proposed project's demand for transportation fuels (gasoline and diesel) is provided in Table 4.4-3. The fuel consumption that is necessary to power construction equipment is based on the quantity and type of equipment that would be used for each construction phase (pressure washer, sweeper/scrubber, and bore/drill rig), the duration of use each day, the total construction period duration, and the hourly construction equipment fuel consumption factors that are made available by the OFFROAD model. On-road equipment includes haul trucks and vendor trucks, which are powered by diesel fuel, as well as vehicles associated with construction worker commuter trips, which are assumed to be powered by gasoline. The fuel consumption for on-road trucks is based on fuel consumption information from the Emission Factors model (**Appendix A**). The fuel demand for construction worker commuter trips is based on the estimated number of workers for each phase of construction and the average distance that workers travel from CalEEMod, as well as on the emissions factors from the Emission Factors model. As shown in Table 4.4-3, project construction activities would result in the consumption of approximately 921 gallons of diesel fuel and 173 gallons of gasoline.

Table 4.4-3 Project Construction Energy Use

Source	Energy Consumption
Transportation Fuels	
Gasoline	173 gal
Diesel	
On-Road Haul Trucks	2 gal
On-Road Vendor Trucks	41 gal
Off-Road Construction Equipment	878 gal
Diesel Total	921 gal
gal = gallons	
Source: Appendix B	

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. Specifically, project construction activities would be associated with bollard and bollard sleeve installation, and would include pavement demolition, minor grading, excavation, and re-paving. Construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the United States Environmental Protection Agency Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. These practices would result in efficient use of the energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not use fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Operation

The City of Ventura prepared the *Main Street Moves Transportation CEQA Review* (**Appendix C**) to analyze the potential transportation impacts from the proposed project. As noted therein, the Office of Planning and Research states that projects that reduce the number of vehicle through-

lanes would not likely lead to a substantial or measurable increase in vehicle travel and, therefore, generally should not require an induced travel analysis (Office of Planning and Research 2018). The review concluded that, as the project would reduce the number of vehicle through-lanes on Main Street and California Street, it would not lead to a substantial or measurable increase in vehicle travel. With no measurable increase in VMT, the project would not result in an increase of energy use and would not involve the inefficient, wasteful, and unnecessary use of energy during operation from mobile sources. Therefore, the project would not result in a cumulatively considerable net increase of energy use, and operational impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact E-2 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.

The City's 2005 General Plan contains several policies related to energy consumption. The project's consistency with these policies is described in Table 4.4-4. As shown therein, the project would be consistent with policies in the 2005 General Plan that may reduce energy consumption and fuel use. Therefore, the project would be consistent with state and local policies related to energy and fuel use, and impacts would be less than significant.

Table 4.4-4 Project Consistency with the City of Ventura General Plan

Goal/Policy/Action	Consistency Discussion
Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.	Consistent. The project would increase safety for pedestrians through closing portions of Main Street and California Street to vehicular traffic and installing removable bollards to prevent automobiles from entering the project site. Automobile traffic would be re-routed around the closure area on either Poli Street or Santa Clara Street, and automobiles would be able to cross Main Street in the north-south directions at all intersections in the project site. Thus, the downtown area would remain accessible to all travelers. This policy, and the project's consistency with it, may have the effect of reducing energy consumption through encouraging alternative methods of transportation to the automobile such as walking, which would reduce energy use.
Action 4.5: Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.	Consistent. The project would encourage pedestrian travel throughout Main Street and California Street in downtown Ventura, which would provide an alternative travel mode and reduce dependence on automobile travel. The project would close portions of Main Street and California Street to vehicular traffic and would install removable bollards to prevent automobiles from entering the project site. This policy, and the project's consistency with it, may have the effect of reducing energy consumption through encouraging alternative methods of transportation to the automobile such as walking, which would reduce energy use.

Goal/Policy/Action	Consistency Discussion
Action 4.6: Require new development to be designed with interconnected transportation modes and routes to complete a grid network.	Consistent. The project would encourage pedestrian travel throughout Main Street and California Street in downtown Ventura, which would provide an alternative travel mode and reduce dependence on automobile travel. The project would close portions of Main Street and California Street to vehicular traffic and would install removable bollards to prevent automobiles from entering the project site. This policy, and the project's consistency with it, may have the effect of reducing energy consumption through encouraging alternative methods of transportation to the automobile such as walking, which would reduce energy use.
Action 4.12: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.	Consistent. The project would close portions of Main Street and California Street to vehicular traffic and would install removable bollards to prevent automobiles from entering the project site, minimizing the potential for conflict between automobiles and pedestrians in these areas. At the cross-street intersections, red-flash traffic lights would grant pedestrians the right-of-way and ensure vehicles stop before proceeding. This policy, and the project's consistency with it, may have the effect of reducing energy consumption through encouraging alternative methods of transportation to the automobile such as walking, which would reduce energy use.
Policy 4B: Help reduce dependence on the automobile.	Consistent. The project would encourage pedestrian travel throughout Main Street and California Street in downtown Ventura, which would provide an alternative travel mode and reduce dependence on automobile travel. This policy, and the project's consistency with it, may have the effect of reducing energy consumption through encouraging alternative methods of transportation to the automobile such as walking, which would reduce energy use.
Action 4.19: Adopt new development code provisions that establish vehicle trip reduction requirements for all development.	Consistent. The project would encourage pedestrian travel throughout Main Street and California Street in downtown Ventura, which would provide an alternative travel mode and reduce dependence on automobile travel. This policy, and the project's consistency with it, may have the effect of reducing energy consumption through encouraging alternative methods of transportation to the automobile such as walking, which would reduce energy use.
Action 4.20: Develop a transportation demand management program to shift travel behavior toward alternative modes and services.	Consistent. The project would encourage pedestrian travel throughout Main Street and California Street in downtown Ventura, which would provide an alternative travel mode and reduce dependence on automobile travel. The project would close portions of Main Street and California Street to vehicular traffic and would install removable bollards to prevent automobiles from entering the project site. This policy, and the project's consistency with it, may have the effect of reducing energy consumption through encouraging alternative methods of transportation to the automobile such as walking, which would reduce energy use.
Action 4.21: Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.	Consistent. The project would encourage pedestrian travel throughout Main Street and California Street in downtown Ventura, which would provide an alternative travel mode and reduce dependence on automobile travel. The project would close portions of Main Street and California Street to vehicular traffic and would install removable bollards to prevent automobiles from entering the project site. This policy, and the project's consistency with it, may have the effect of reducing energy consumption through encouraging alternative methods of transportation to the automobile such as walking, which would reduce energy use.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.4.4 Cumulative Impacts

The geographic scope for cumulative impacts related to energy consumption is Ventura County. This geographic scope is appropriate because the smallest scale at which energy consumption information is readily available is the county level.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 in Chapter 3, *Environmental Setting*, would increase demand for energy resources in Ventura County and could lead to inefficient, wasteful, or otherwise unnecessary use of energy. This would be a potentially significant cumulative impact. However, the project would only require energy use during construction. Construction activities would be short-term and temporary in nature, occurring over a six-week period. Project operation would not lead to a substantial or measurable increase in vehicle travel. Therefore, the project would not have a considerable contribution to cumulative impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources.

All cumulative development would be required to comply with existing state and local plans for energy efficiency. As a result, cumulative impacts related to a conflict with or obstruction of a state or local plan for renewable energy or energy efficiency would be less than significant.

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4.5 Geology and Soils

4.5.1 Setting

a. Regional Geology

The project site is situated in the Transverse Ranges geomorphic province, one of the 11 geomorphic provinces in California (California Geological Survey 2002). The Transverse Ranges extend approximately 275-miles west-east from Point Arguello in Santa Barbara County, east to the San Bernardino Mountains, and south to the Anacapa-Santa Monica-Hollywood-Raymond-Cucamonga fault zone (Yerkes and Campbell 2005). Locally, the project site is located on the Oxnard Plain, a broad coastal plain formed primarily from Pleistocene- to Holocene-aged alluvial sediments deposited by the Santa Clara River and Ventura River.

b. Paleontological Resources

Paleontological resources, or fossils, are the evidence of once-living organisms preserved in the rock record. They include both the fossilized remains of ancient plants and animals and the traces thereof (e.g., trackways, imprints, burrows). Paleontological resources occur within bedrock geologic deposits that underly the soil layer and are almost exclusively preserved in sedimentary rocks; however, in rare cases, fossils can also be preserved in volcanic rocks and low-grade metamorphic rocks under certain conditions. The Society of Vertebrate Paleontology (SVP) has defined fossils as being remains or traces of plants and animals that are greater than 5,000 years old (i.e., older than middle Holocene in age). Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors.

The paleontological sensitivity of the geologic units that underlie the project site were evaluated to assess the project's potential for significant impacts to scientifically important paleontological resources. Paleontological sensitivity refers to the potential for a geologic unit to produce scientifically significant fossils. Direct impacts to paleontological resources occur when earthwork activities, such as grading or trenching, cut into the geologic deposits within which fossils are buried and physically destroy the fossils. Sensitivity is determined by rock type, history of the geologic unit in producing significant fossils, and fossil localities recorded from that unit. Paleontological sensitivity is derived from the known fossil data collected from the entire geologic unit, not just from a specific survey.

In the absence of other sensitivity criteria required by certain federal, state, or local regulatory agencies, the paleontological sensitivity scale explained in the SVP's *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* is generally used (SVP 2010). According to this system, geologic units can be assigned a high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. Following the literature review, a paleontological sensitivity classification was assigned to each geologic unit mapped within the project site. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units.

The region surrounding the project was mapped by Bedrossian (2010), who mapped a single geologic unit, alluvial fan deposits, within the project site.

Active Alluvial Fan Deposits

Active alluvial fan deposits underlie the entire project site. Active alluvial fan deposits consist of unconsolidated silt, sand, gravel, and boulders, and are late Holocene in age. Late Holocene sediments are generally considered too young (i.e., less than 5,000 years old) to preserve paleontological resources (SVP 2010). Therefore, active alluvial fan deposits have low paleontological sensitivity.

Subsurface Geology

Holocene-aged sediments, such as active alluvial fan deposits, are generally considered to have low paleontological sensitivity due to their young age. However, at a certain depth in the subsurface, these sediments become old enough to preserve paleontological resources (i.e., 5,000 years old; SVP 2010). Early Holocene- and Pleistocene-aged alluvial sediments are known to produce significant paleontological resources in Ventura County, such as mammoth (*Mammuthus*), mastodon (*Mammut*), fur seal (*Eumetopias*, *Arctocephalus*), fish, and invertebrates (Jefferson 2010, Paleobiology Database 2024, University of California Museum of Paleontology 2024). Therefore, Early Holocene- and Pleistocene-aged alluvial sediments in Ventura County have high paleontological sensitivity. The precise depth at which the transition between low- and high-sensitivity sediments occurs within the project site is unknown. However, the proximity of older, Pleistocene-aged geologic units approximately 500-feet north of the project site (Bedrossian et al. 2010) suggests that this transition may be as shallow as 10 feet below the surface. Therefore, the sediments underlying the project site are considered to have low paleontological sensitivity from the surface to 10 feet below the surface and undetermined paleontological sensitivity greater than 10 feet below the surface.

4.5.2 Regulatory Setting

a. State

California Public Resources Code

Section 5097.5 of the California Public Resource Code (PRC) states “no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface” any “vertebrate paleontological site” on public lands without the “permission of the public agency having jurisdiction over such lands.” Violation of this section is a misdemeanor.

As used in this PRC section, “public lands” means lands owned by or under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others.

b. Local

City of Ventura–Coastal Protection Overlay Zone

Chapter 24.310 of the City of San Buenaventura Municipal Code (SBMC) addresses the protection of paleontological resources that may occur in the coastal zone. It states that the risk for new development to impact paleontological must be evaluated, and that if those impacts may be significant, then paleontological monitoring shall occur during project excavations.

4.5.3 Impact Analysis

a. Methodology and Significance Thresholds

The project's potential impacts to paleontological resources were assessed based upon a desktop review of paleontological sensitivity in the geologic units that underlie the project site. Refer to Section 4.14, *Effects Found Not to be Significant*, for an analysis of impacts related to risks from earthquakes, fault ruptures, seismicity, landslides, and soil erosion.

Based on Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, the effects of the project on paleontological resources would be significant if the project would:

1. Directly or indirectly destroy a unique paleontological resource or site or unique geologic featured.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact GEO-1 PROJECT GROUND DISTURBANCE WOULD DISTURB SEDIMENTS WITH LOW PALEONTOLOGICAL SENSITIVITY. AS SUCH, THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Significant impacts to paleontological resources include the destruction, damage, or loss of scientifically important paleontological resources or associated stratigraphic data. Ground-disturbing activities (i.e., grading, excavating, trenching) in undisturbed sediments or in geologic units with high paleontological sensitivity typically have the potential to significantly impact paleontological resources. The project site is underlain by active alluvial fan deposits (Bedrossian et al. 2010), which have low paleontological sensitivity from the ground surface to 10 feet below the surface. Paleontological sensitivity is undetermined at depths greater than 10 feet below the surface.

Ground-disturbing activities for the proposed project would include excavation for bollards and bollard sleeves, which would reach up to 5.5 feet below the ground surface and would result in up to 205 cubic yards of sediment excavation. Therefore, these proposed excavations would impact a small volume of sediment with low paleontological sensitivity, and construction activities would be unlikely to encounter paleontological resources. No other ground disturbance would be required for project implementation.

Because project activities would be unlikely to encounter paleontological resources, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. This impact would be less than significant.

Mitigation Measures

No mitigation would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.5.4 Cumulative Impacts

The geographic scope for cumulative impacts related to paleontological resources consists of all geologic units with high paleontological sensitivity that underlie the city of Ventura, which includes much of the city's low-lying areas below a certain depth and most of the hills and mountains at any depth. Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, could require ground disturbance in areas with high paleontological sensitivity.

Furthermore, cumulative development could increase access to areas known to contain scientifically significant paleontological resources, which could increase the chances of damage, destruction, or unlawful collection of those resources. Therefore, cumulative development could have a significant cumulative impact to paleontological resources.

The project does not entail or facilitate new development requiring ground disturbance in areas known to high paleontological sensitivity, nor would the project provide access to known scientifically significant paleontological resources. Therefore, the project would not contribute considerably to a cumulative impact.

4.6 Greenhouse Gas Emissions

4.6.1 Setting

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020, as the basis for analysis and impact determination. For the purpose of this greenhouse gas (GHG) emissions impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Background

Gases that trap heat in the atmosphere are known as GHGs. GHGs allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation that warms the air. The process is similar to the effect greenhouses have in raising the internal temperature of the structure. Both natural processes and human activities emit GHGs. The accumulation of GHGs in the atmosphere regulates the Earth's temperature, but emissions from human activities (such as fossil fuel-based electricity production and the use of motor vehicles) have elevated the concentration of GHGs in the atmosphere. Scientists agree that this accumulation of GHGs has contributed to an increase in the temperature of the Earth's atmosphere and to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most scientists agree there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases, such as hydrofluorocarbons and perfluorocarbons, and sulfur hexafluoride. Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.

GHGs are emitted by natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are usually by-products of fossil fuel combustion, and CH₄ results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and sulfur hexafluoride.

Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO₂e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global

warming effect is 30 times greater than CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).¹

c. Greenhouse Gases

Carbon Dioxide

CO₂ is the primary GHG emitted through human activities. In 2020, CO₂ accounted for about 79 percent of all United States GHG emissions from human activities. CO₂ is naturally present in the atmosphere as part of the Earth's carbon cycle (the natural circulation of carbon among the atmosphere, oceans, soil, plants, and animals). Human activities are altering the carbon cycle—both by adding more CO₂ to the atmosphere, and by influencing the ability of natural sinks, like forests and soils, to remove and store CO₂ from the atmosphere. While CO₂ emissions come from a variety of natural sources, human-related emissions are responsible for the increase that has occurred in the atmosphere since the industrial revolution (United States Environmental Protection Agency [USEPA] 2024a).

Methane

CH₄ is a colorless, odorless gas and is the major component of natural gas. In 2020, CH₄ accounted for about 11 percent of all United States GHG emissions from human activities. Human activities emitting CH₄ include leaks from natural gas systems and the raising of livestock. CH₄ is also emitted by natural sources such as natural wetlands. In addition, natural processes in soil and chemical reactions in the atmosphere help remove CH₄ from the atmosphere. The lifetime of CH₄ in the atmosphere is much shorter than CO₂, but CH₄ is more efficient at trapping radiation than CO₂. Pound for pound, the comparative impact of CH₄ is 25 times greater than CO₂ over a 100-year period (USEPA 2024a).

Nitrous Oxide

N₂O is a clear, colorless gas with a slightly sweet odor. In 2020, N₂O accounted for about 7 percent of all United States GHG emissions from human activities. Human activities such as agriculture, fuel combustion, wastewater management, and industrial processes are increasing the amount of N₂O in the atmosphere. N₂O is also naturally present in the atmosphere as part of the Earth's nitrogen cycle and has a variety of natural sources. N₂O molecules stay in the atmosphere for an average of 114 years before being removed by a sink or destroyed through chemical reactions. The impact of one pound of N₂O on warming the atmosphere is almost 300 times that of 1 pound of CO₂ (USEPA 2024a).

Fluorinated Gases

Unlike many other GHGs, fluorinated gases have no natural sources and only come from human-related activities. They are emitted through their use as substitutes for O₃-depleting substances (e.g., as refrigerants) and through a variety of industrial processes such as aluminum and semiconductor manufacturing. Many fluorinated gases have very high GWPs relative to other GHGs, so small atmospheric concentrations can have disproportionately large effects on global temperatures. They can also have long atmospheric lifetimes, in some cases, lasting thousands of

¹ The IPCC's (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 *Climate Change Scoping Plan*, published by the CARB, uses a GWP of 25 for methane, consistent with the IPCC's (2007) *Fourth Assessment Report*. Therefore, this analysis uses the GWPs from the *Fourth Assessment Report*.

years. Like other long-lived GHGs, most fluorinated gases are well-mixed in the atmosphere, spreading around the world after they are emitted. Many fluorinated gases are removed from the atmosphere only when they are destroyed by sunlight in the far upper atmosphere. In general, fluorinated gases are the most potent and longest lasting type of GHGs emitted by human activities (USEPA 2024a).

d. Greenhouse Gas Emissions Inventory

Global Emissions Inventory

In 2019, worldwide anthropogenic emissions totaled 49,758 billion metric tons (MT) of CO₂e, which is a 53 percent increase from 1990 GHG levels. Specifically, 74.4 percent of CO₂e is from CO₂, 17.3 percent from CH₄, 6.2 percent from N₂O, and 2.1 percent from fluorinated gases were emitted in 2019. The largest source of GHG emissions were energy production and use (including fuels used by vehicles and buildings), which accounted for 73.2 percent of the global GHG emissions. Agriculture uses and industrial processes contributed 18.4 percent and 5.2 percent, respectively. Waste sources contributed to 3.2 percent (Our World in Data 2023).

United States Emissions Inventory

In 2021, total United States GHG emissions were 6,347.7 million MT CO₂e, which is a 2 percent decrease from 1990 levels. Net GHG emissions decreased by 16.3 percent from 2005 to 2021 but increased by 6.8 percent from 2020 to 2021. From 2019 to 2020, there was a sharp decline in emissions largely due to the impacts of the COVID-19 pandemic on travel and other economic activity. Between 2020 and 2021, the increase in total GHG emissions was driven largely by an increase in CO₂ emissions from fossil fuel combustion due to economic activity rebounding after the COVID-19 pandemic. In 2021, the largest source of CO₂, and of overall emissions, was fossil fuel combustion, representing approximately 79.5 percent of United States GHG emissions. CH₄ accounted for nearly 11.5 percent, N₂O accounted for approximately 6.1 percent, and the remaining 3 percent of United States GHG emissions were hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluorides (USEPA 2023).

California Emissions Inventory

Based on the California Air Resources Board (CARB) California Greenhouse Gas Inventory for 2000-2021, total California GHG emissions were 381.3 million MT CO₂e in 2021 (CARB 2022b). The major source of GHG emissions in California is associated with transportation, which contributed nearly 39 percent of statewide GHG emissions in 2020. The industrial sector is the second largest source, contributing 22 percent of statewide GHG emissions, and the electricity sector accounted for approximately 11 percent (CARB 2022b). The annual 2030 statewide target emissions level is 260 MT of CO₂e (CARB 2017).

e. Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. Each of the past three decades has been warmer than all the previous decades in the instrumental record, with 2013 to 2021 among warmest years from 1880 to 2021. The average global land and ocean

surface temperature for January to December 2021 was 0.84 degrees Celsius (°C) (1.51 degrees Fahrenheit [°F]) above the twentieth century average of 13.9°C (57.0°F) (National Oceanic and Atmospheric Administration 2020). Furthermore, several independently analyzed data records of global and regional land-surface air temperature obtained from station observations jointly indicate that land-surface air temperature and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014, 2018).

Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (California Natural Resources Agency 2018). *California's Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the State and regionally specific climate change case studies. However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy (California Natural Resources Agency 2018). A summary follows of some of the potential effects that climate change could generate in California.

Air Quality

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C (4.3°F to 5.8°F) in the next 50 years and by 3.1 to 4.9°C (5.6°F to 8.8°F) in the next century (California Natural Resources Agency 2018). Higher temperatures are conducive to air pollution formation, and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevadas (California Natural Resources Agency 2018). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. With increasing temperatures, shifting weather patterns, longer dry seasons, and more dry fuel loads, the frequency of large wildfires and area burned is expected to continue to increase (California Natural Resources Agency 2021).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources 2018). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western U.S., including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the Central and Southern California

coasts (California Department of Water Resources 2018). The Sierra Nevadas' snowpack provides the majority of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in Central and Northern California will decline by approximately 66 percent from its historical average by 2050 (California Natural Resources Agency 2018).

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding (California Natural Resources Agency 2018). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2024, observed by satellites, is approximately 4 millimeters per year, more than double the twentieth century trend of 1.6 millimeters per year (National Aeronautics and Space Administration 2024). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise ranging between 0.25 to 0 1.01 meters by 2100 with the sea level ranges dependent on a low, intermediate, or high GHG emissions scenario (IPCC 2021). A rise in sea levels could erode 31 to 67 percent of Southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (California Natural Resources Agency 2018). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has over a \$50 billion annual agricultural industry that produces over a third of United States vegetables and nearly three quarters of the United States fruits and nuts (California Department of Food and Agriculture 2024). Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (California Natural Resources Agency 2018). Temperature increases could also change the time of year that certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems and Wildlife

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions with higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006, California Natural Resources Agency 2018).

4.6.2 Regulatory Setting

a. Federal Regulations

Federal Clean Air Act

The U.S. Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 United States 05-1120) that the USEPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the United States Supreme Court held the USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

b. State Regulations

CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. There are numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as Pavley), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the USEPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the USEPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "LEV (Low Emission Vehicle) III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the LEV, Zero Emissions Vehicles, and Clean Fuels Outlet programs and would provide major reductions in GHG emissions.

California Global Warming Solutions Act of 2006 (Assembly Bill 32, Senate Bill 32, and Assembly Bill 1279)

The California Global Warming Solutions Act of 2006 (AB 32) outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 million MT CO₂e,

which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008).

CARB approved the 2013 Scoping Plan update in May 2014 (CARB 2014). The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan.

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six MT CO₂e by 2030 and two MT CO₂e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state.

AB 1279, "The California Climate Crisis Act," was passed on September 16, 2022, and declares the State would achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. In addition, the bill states that the State would reduce GHG emissions by 85 percent below 1990 levels no later than 2045. Essentially this means that by 2045 California would emit no more than 64.65 million MT CO₂e and would continue to reduce emissions thereafter. The 2022 Scoping Plan lays out a path to achieve AB 1279 targets (CARB 2022a). The actions and outcomes in the 2022 Scoping Plan would achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the State's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as "transit priority projects") can receive incentives to streamline California Environmental Quality Act (CEQA) processing.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned

targets of an 8 percent reduction in per capita GHG emissions from passenger vehicles by 2020² and a 19 percent reduction in per capita GHG emissions from passenger vehicles by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

Senate Bill 1383

Adopted in September 2016, SB 1383 (Lara, Chapter 395, Statutes of 2016) requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- CH₄ – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

SB 1383 also requires the California Department of Resources Recycling and Recovery, in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18

On September 10, 2018, former Governor Brown issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

Executive Order N-79-20

On September 23, 2020, Governor Newsom issued Executive Order N-79-20, which established the following new statewide goals:

- All new passenger cars and trucks sold in-state to be zero-emission by 2035
- All medium- and heavy-duty vehicles in the state to be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks
- All off-road vehicles and equipment to be zero-emission by 2035 where feasible

² SCAG met 2020 GHG reduction but confirmation from CARB is still pending.

c. Local Regulations

Connect SoCal 2024

On April 4, 2024, SCAG's Regional Council voted to approve and fully adopt the 2024 RTP/SCS, also known as Connect SoCal 2024. Connect SoCal 2024 builds upon the progress made through implementation of the 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS and includes goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2024).

The SCS technical report of Connect SoCal 2024 demonstrates the region's ability to attain and exceed the GHG emission reduction targets set forth by CARB; and outlines the region's plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of Connect SoCal 2024 maximizes current voluntary local efforts that support the goals of SB 375. Connect SoCal 2024 emphasizes new housing and job growth in transit priority areas, livable corridors, high-quality transit areas, and neighborhood mobility areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

SCAG's SCS provides specific strategies and tools for successful implementation. These include supporting projects that provide diverse housing choices, focusing growth near destinations and mobility options, leveraging technology innovations such as bike sharing and neighborhood electric vehicles, implementing congestion pricing, improvements to pedestrian infrastructure, and more.

City of Ventura General Plan

The City of Ventura General Plan was adopted on August 5, 2005. The following policies and actions related to GHG emissions are applicable to the project (City of Ventura 2005):

Policy 5A: Follow an approach that contributes to resource conservation.

Action 5.1: Require low flow fixtures, leak repair and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available.

City of Ventura Climate Action and Resilience Plan

The City of Ventura's Draft Climate Action and Resilience Plan (CARP) is a draft strategic planning document that will serve as the City's GHG reduction program and define climate adaptation measures consistent with the Multi-Jurisdiction Hazard Mitigation Plan. The draft CARP outlines the strategies, policies, and programs that the city and community need to implement to reduce GHG emissions in line with State goals, and to build resilience to the impacts of climate change. The CARP will build on the City's existing climate work from the General Plan, Active Transportation Plan, and Hazard Mitigation Plan and will incorporate new GHG emissions and adapt to a changing climate.

The draft CARP was released in October 2022. As of August 2024, the final CARP has yet to be adopted.

4.6.3 Impact Analysis

a. Methodology and Significance Thresholds

GHG emissions for project construction and operation were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.0. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs. Additional details on the methodology, inputs used, and subsequent construction and operation emission estimates can be found in the Air Quality and Greenhouse Gas Emissions Study (**Appendix B**).

Construction Emissions

Construction phase GHG emissions include those generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and truck delivery trips. Construction of the project would be focused on bollard installation, which would last approximately six weeks. For the purposes of emissions modeling, it was assumed that construction for bollard installation would begin January 2026. Modeling results would not be expected to change should construction begin earlier or later than January 2026. Typical equipment used during bollard installation may include a drill rig, pressure washer, and sweeper. CalEEMod defaults for horsepower and load factors were used. Bollard and bollard sleeve installation would result in ground disturbance at a depth of up to 5.5 feet and a width of up to 3 feet, requiring a total of up to 205 cubic yards of excavation. It was assumed this would be hauled off-site with one haul trip per day. For modeling purposes, it was conservatively assumed that the disturbance area for each bollard and bollard sleeve would be 25 square feet, for a total disturbance area of 2,800 square feet. This analysis assumes that the project would comply with all applicable regulatory standards.

Operational Emissions

The City of Ventura prepared the *Main Street Moves Transportation CEQA Review* (**Appendix C**) to analyze the potential transportation impacts from the proposed project. The review concluded that, as the project would reduce the number of vehicle through-lanes, it would not lead to a substantial or measurable increase in vehicle miles traveled (VMT). With no measurable increase in vehicle travel, project operation is analyzed as not resulting in an increase of GHG emissions.

Significance Thresholds

According to Appendix G of the *CEQA Guidelines*, impacts related to GHG emissions would be significant if the proposed project would:

- a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute

incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. As a result, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

CEQA Guidelines Section 15064.4 recommends that lead agencies describe, calculate, or estimate GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project, including the extent to which the project may increase or reduce GHG emissions; whether a project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts, as long as any threshold chosen is supported by substantial evidence (see *CEQA Guidelines* Section 15064.7[c]). *CEQA Guidelines* also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see *CEQA Guidelines* Section 15130[f]). As a note, the *CEQA Guidelines* were amended in response to SB 97. In particular, the *CEQA Guidelines* were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per *CEQA Guidelines* Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem in the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs from Section 15064(h)(3) of the *CEQA Guidelines* include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of GHG emissions." Therefore, a lead agency can make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory strategies to reduce GHG emissions.

Neither the SCAQMD, Office of Planning and Research, CARB, California Air Pollution Control Officers Association, nor any other State or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. In addition, the City of Ventura has not published a qualified GHG reduction plan, as the final City of Ventura CARP has yet to be adopted. Therefore, this analysis evaluates the project's potential to result in a significant GHG emissions or climate change impact through its consistency with plans and policies adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change, which includes the 2022 Scoping Plan. This analysis also quantifies the project's GHG emissions for informational purposes.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
Threshold 2:	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact GHG-1 THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS, AS THE PROJECT IS CONSISTENT WITH THE 2022 SCOPING PLAN, SCAG'S RTP/SCS (CONNECT SoCAL 2024), AND THE CITY OF VENTURA GENERAL PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The project's consistency with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs to are described below.

2022 Scoping Plan

The project's objectives include providing a walkable community that promotes pedestrian activity and is free from vehicular traffic in the downtown area of Ventura. This objective would be consistent with the 2022 Scoping Plan that states under Chapter 5, *Challenge Accepted*, "[state funding] strategies aid in developing new technologies, in ramping up access for all, and in shifting to cleaner, modes of transport; for instance, by supporting investments in walkable, bikeable communities and transit, as well as in vehicles." The walkable downtown area would also allow for nearby residents to avoid vehicle trips into the area. Appendix D of the Scoping Plan discusses local actions that can occur to support the State's GHG reduction goals. Included in this discussion is a key priority area of VMT reduction that calls for increasing "public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking" and "amend(ing) zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development," which the project would support. Appendix E of the 2022 Scoping Plan, which discusses sustainable and equitable communities, states that part of the vision of the 2022 Scoping Plan to help meet the State's carbon neutrality goal no later than 2045 and advance equity is to provide "complete networks of safe and accessible bicycle and pedestrian infrastructure to make those modes of transportation the preferred travel mode for short distances." The proposed project would provide a safe and accessible pedestrian area in a large swath of downtown. In addition, according to the City's *Main Street Moves Transportation CEQA Review*, the project would reduce the number of vehicle through-lanes, and therefore it would not lead to a substantial or measurable increase in VMT (City of Ventura 2024). Given the project's overall emphasis on providing a safe, walkable pedestrian area downtown, it would be consistent with the alternative transportation goals and vision of the 2022 Scoping Plan.

Connect SoCal 2024

SCAG's Connect SoCal 2024 is a regional plan intended to reduce GHG emission from automobiles and light trucks for the SCAG region to 19 percent below 2005 levels by 2035. The SCS implementation strategies in Connect SoCal 2024 include focusing growth near destinations and mobility options, promoting walkable neighborhoods near housing, leveraging technology innovations, and supporting implementation of sustainability policies. Connect SoCal 2024 also promotes increasing safety for pedestrians and bicyclists so that these modes of transportation can be a more appealing travel option, thereby motivating mode shifts away from single occupancy

vehicle travel and reducing GHG emissions. This plan projects that 66 percent of new households and 54 percent of new jobs between 2019–2050 will be located in Priority Development Areas, either near transit or in walkable communities. The SCS is expected to result in an improved jobs-housing balance and more opportunity for transit-oriented development.

The project’s consistency with applicable Connect SoCal 2024 policies is described in Table 4.6-1. As shown therein, the project would be consistent with policies in Connect SoCal 2024 that may reduce GHG emissions.

Table 4.6-1 Project Consistency with Connect SoCal 2024

Goal/Policy/Action	Consistency Discussion
Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)	Consistent. The project would encourage pedestrian travel throughout public rights-of-way in a portion of Main Street and California Street in downtown Ventura, which would provide an alternative travel mode and reduce dependence on automobile travel, thereby supporting a multimodal network. This policy, and the project’s consistency with it, may have the effect of reducing GHG emissions through encouraging alternative methods of transportation to the automobile such as walking, which would reduce GHG emissions.
Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)	Consistent. The project would increase safety for pedestrians through closing portions of Main Street and California Street to vehicular traffic and installing removable bollards to prevent automobiles from entering the project site. The closure would also increase safety for automobile drivers by reducing the potential for conflict between roadway users in these areas. This policy, and the project’s consistency with it, may have the effect of reducing GHG emissions through encouraging alternative methods of transportation to the automobile such as walking, which would reduce GHG emissions.
Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system	Consistent. The project would close portions of Main Street and California Street to vehicular traffic and would install removable bollards to prevent automobiles from entering the project site, minimizing the potential for conflict between automobiles and pedestrians in these areas. This policy, and the project’s consistency with it, may have the effect of reducing GHG emissions through encouraging alternative methods of transportation to the automobile such as walking, which would reduce GHG emissions.
Encourage and support the implementation of projects, both physical and digital, that facilitate multi-modal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.	Consistent. The project would promote multi-modal connectivity in the downtown Ventura area through encouragement of pedestrian travel along portions of Main Street and California Street. This policy, and the project’s consistency with it, may have the effect of reducing GHG emissions through encouraging alternative methods of transportation to the automobile such as walking, which would reduce GHG emissions.
Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit).	Consistent. The project would convert approximately five blocks of Main Street and California Street to pedestrian-only traffic, which would provide an alternative to single-occupancy vehicle travel in the downtown Ventura area. This policy, and the project’s consistency with it, may have the effect of reducing GHG emissions through encouraging alternative methods of transportation to the automobile such as walking, which would reduce GHG emissions.

City of Ventura General Plan

The City of Ventura General Plan was adopted in 2005 and does not explicitly discuss reducing GHG emissions. The General Plan contains several policies that emphasize support of pedestrian friendly spaces. The project's consistency with these policies is described in Table 4.6-2. As shown therein, the project would be consistent with policies in the City of Ventura General Plan that may reduce GHG emissions.

Table 4.6-2 Project Consistency with the City of Ventura General Plan

Goal/Policy/Action	Consistency Discussion
Action 3.23: Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation.	Consistent. The project would convert approximately five blocks of Main Street and California Street to pedestrian-only traffic. The closure would emphasize pedestrian spaces in the downtown Area, the connectivity of pedestrian spaces to a variety of land uses, and the creation of a "community living space." This policy, and the project's consistency with it, may have the effect of reducing GHG emissions through encouraging alternative methods of transportation to the automobile such as walking, which would reduce GHG emissions.
Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.	Consistent. The project would increase safety for pedestrians through closing portions of Main Street and California Street to vehicular traffic and installing removable bollards to prevent automobiles from entering the project site. Automobile traffic would be re-routed around the closure area on either Poli Street or Santa Clara Street, and automobiles would be able to cross Main Street in the north-south directions at all intersections in the project site. Thus, the downtown area would remain fully accessible to all travelers. This policy, and the project's consistency with it, may have the effect of reducing GHG emissions through encouraging alternative methods of transportation to the automobile such as walking, which would reduce GHG emissions.
Action 4.12: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.	Consistent. The project would close portions of Main Street and California Street to vehicular traffic and would install removable bollards to prevent automobiles from entering the project site, minimizing the potential for conflict between automobiles and pedestrians in these areas. At the cross-street intersections, red-flash traffic lights would grant pedestrians the right-of-way and ensure vehicles stop before proceeding. This policy, and the project's consistency with it, may have the effect of reducing GHG emissions through encouraging alternative methods of transportation to the automobile such as walking, which would reduce GHG emissions.
Policy 4B: Help reduce dependence on the automobile.	Consistent. The project would encourage pedestrian travel throughout Main Street and California Street in downtown Ventura, which would provide an alternative travel mode and reduce dependence on automobile travel. This policy, and the project's consistency with it, may have the effect of reducing GHG emissions through encouraging alternative methods of transportation to the automobile such as walking, which would reduce GHG emissions.

Plan Consistency Conclusion

Given the aforementioned discussion on the 2022 Scoping Plan, Connect SoCal 2024, and City of Ventura General Plan (2005), the project would be consistent with State and local policies for reducing GHG emissions and impacts would be less than significant.

GHG Emissions for Informational Purposes

Project construction would generate temporary GHG emissions primarily from the operation of construction equipment on-site, as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. These emissions are provided below in Table 4.6-3 for informational purposes. Operational emissions would only occur if the project increased VMT. As discussed in Section 4.11, *Transportation*, project operation would not result in a measurable increase in VMT. As such, operational emissions would not occur.

Table 4.6-3 Estimated GHG Emissions

Year	Annual Emissions (MT of CO ₂ e/year)
Construction	11

MT CO₂e = metric tons of carbon dioxide equivalent
Source: Attachment A of **Appendix B** for CalEEMod outputs

4.6.4 Cumulative Impacts

The geographic scope for related projects considered in the cumulative impact analysis for GHG emissions is global because impacts of climate change are experienced on a global scale regardless of the location of GHG emission sources. GHG emissions and climate change are, by definition, cumulative impacts. Thus, the issue of climate change involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. As discussed under Impact GHG-1, project impacts related to GHG emissions would be less than significant since the project would be consistent with the State and local plans for reducing GHG emissions. Therefore, the project's contribution to cumulative GHG impacts would be less than significant.

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4.7 Hazards and Hazardous Materials

4.7.1 Setting

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020 as the basis for analysis and impact determination. For the purpose of this hazards and hazardous materials impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Existing Conditions

A material is considered hazardous if it appears on a list of hazardous materials from a federal, State, or local agency, or if it has characteristics defined as hazardous by an agency. A *hazardous waste* is defined in Title 22, Section 66261.10 of the California Code of Regulations (CCR) as one that has a characteristic that may:

Cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or pose a substantial present or potential hazard to human health or the environment when it is improperly treated, stored, transported, disposed of or otherwise managed.

The following subsections provide information pertaining to the types of hazardous materials with the potential to be present in the project site.

Asbestos-Containing Materials

Asbestos is a naturally occurring fibrous material that was widely used in asphalt and in structures built between 1945 and 1978 for its fireproofing and insulating properties. Asbestos-containing materials (ACM) were banned by the United States Environmental Protection Agency (USEPA) between the early 1970s and 1991 under the authority of the federal Clean Air Act and the Toxic Substances Control Act due to their harmful health effects. Exposure to asbestos increases the risk of developing lung disease, such as lung cancer, mesothelioma, or asbestosis (USEPA 2024a). Common ACMs include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Pre-1973 commercial and industrial structures are required to implement asbestos regulations if damage occurs, or if remodeling, renovation, or demolition activities disturb ACMs.

Lead and Lead-Based Paint

Lead is a naturally occurring metallic element. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs. Lead can affect almost every organ and system in the body. In children, lead can cause behavior and learning problems, lower IQ and hyperactivity, hearing problems, and anemia. In adults, lead can cause cardiovascular effects, decreased kidney function, and reproductive problems. In addition, lead can result in

serious effects to the developing fetus and infant for pregnant women (USEPA 2024b). Among its numerous uses and sources, lead can be found in paint (including paint used for roadway markings), water pipes, solder in plumbing systems, and in soils surrounding buildings and structures that are painted with lead-based paint (LBP). LBP was primarily used during the same period as ACMs. Pre-1978 commercial and industrial structures are required to implement LBP regulations if the paint is in a deteriorated condition or if remodeling, renovation, or demolition activities disturb LBP surfaces.

Hazardous Materials Sites

The locations where hazardous materials are used, stored, treated and/or disposed of come to the attention of regulatory agencies through various means, including licensing and permitting, enforcement actions, and anonymous tips. To the extent possible, the locations of these businesses and operations are recorded in database lists maintained by various State, federal, and local regulatory agencies. In addition, federal, State, and local agencies enforce regulations applicable to hazardous waste generators and users, and the Ventura County Environmental Health Division tracks and inspect hazardous materials handlers to ensure appropriate reporting and compliance.

Permitted uses of hazardous materials include those facilities that use hazardous materials or handle hazardous wastes in accordance with current hazardous materials and hazardous waste regulations. The use and handling of hazardous materials from these sites is considered low risk, although there can be instances of unintentional chemical releases. In such cases, the site would be tracked in the environmental databases as an environmental case. Permitted sites without documented releases are, nevertheless, potential sources of hazardous materials in the soil and/or groundwater due to accidental spills, incidental leakage, or spillage that may have gone undetected. Some facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

The potential to encounter hazardous materials in soil and groundwater in the project site is based on a review of federal, State, and local regulatory databases that identify permitted hazardous materials uses, environmental cases, and spill sites. The California Department of Toxic Substances Control (DTSC) EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. The California State Water Resources Control Board (SWRCB) GeoTracker database contains information on properties in California for sites that require cleanup, such as leaking underground storage tank (LUST) sites, which may impact water quality, including groundwater.

According to databases of hazardous material sites maintained by the DTSC (EnviroStor) and the SWRCB (GeoTracker), there are no sites within the project site that are still active or need further investigation (DTSC 2024, SWRCB 2024). There are three registered SWRCB LUST cleanup sites located on properties adjacent to the project site; however, these sites have a status of “Completed—Case Closed,” indicating no further evaluation and remediation are required (SWRCB 2024).

Use, Transport, and Abatement of Hazardous Materials

The use of hazardous materials is typically associated with industrial land use. Activities such as manufacturing, plating, cleaning, refining, and finishing frequently involve chemicals that are considered hazardous when accidentally released into the environment. To a lesser extent, hazardous materials may also be used by various commercial enterprises, as well as residential uses. In particular, dry cleaners use cleaning agents considered to be hazardous materials. Hardware

stores typically stock paints and solvents, as well as fertilizers, herbicides, and pesticides. Swimming pool supply stores stock acids, algacides, and caustic agents. Most commercial businesses occasionally use commonly available cleaning supplies that, when used in accordance with manufacturers' recommendations, are considered safe by the State of California, but when not handled properly can be considered hazardous.

If improperly handled, hazardous materials can result in public health hazards through human contact with contaminated soils or groundwater, or through airborne releases in vapors, fumes, or dust. There is also the potential for accidental or unauthorized releases of hazardous materials that would pose a public health concern. The use, transport, and disposal of hazardous materials and wastes are required to occur in accordance with federal, State, and local regulations. In accordance with such regulations, the transport of hazardous materials and waste can only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters are required to complete and carry a hazardous waste manifest, which includes forms, reports, and procedures designed to seamlessly track hazardous waste.

Hazardous materials used and generated in the project site and their waste would be transported via major regional routes, such as State Route (SR) 33 (Ojai Freeway), SR-126, and U.S. Highway 101 (Ventura Freeway). The City does not have direct authority over the transport of hazardous materials on the major roads. Instead, the United States Department of Transportation and California Highway Patrol regulate transportation of hazardous materials by truck.

Schools

School locations require consideration because children are particularly sensitive to hazardous materials exposure. Additional protective regulations apply to projects that could use or disturb potentially hazardous materials near or at schools. The nearest school, Holy Cross School, is located approximately 200-feet north of the project's western terminus.

Aviation Hazards

There are no public or private airports in the city of San Buenaventura (Ventura). The nearest airport, Oxnard Airport, is located approximately 6.8-miles southeast of the project site.

Evacuation Routes

The project site is located within the city's Evacuation Zone 2, which encompasses the densely developed and inhabited regions east of Ventura Avenue from the foothills at northern city limits to Santa Clara Street in the south. The evacuation strategy for Zone 2 is for traffic to flow south to major arterial streets, then east or west out of the danger area. West of Seaward Avenue, traffic would flow east on Main Street to Seaward Avenue, then south on Seaward Avenue to Harbor Boulevard. East of Seaward Avenue, traffic would flow on Loma Vista Road to Main Street. Thus, Main Street, through the project site, is identified as an evacuation route for Zone 2 (City of Ventura n.d.).

4.7.2 Regulatory Setting

a. Federal Regulations

Occupational Safety and Health Act

Created by the Occupational Safety and Health Act of 1970 (Title 29 Code of Federal Regulations), the Occupational Safety and Health Administration (OSHA) is the federal agency responsible for ensuring worker safety. OSHA regulations provide standards for safe workplaces and work practices, including those relating to hazardous materials handling.

Toxic Substances Control Act

The Toxic Substances Control Act was passed by the United States Congress in 1976 and is administered by USEPA to regulate the introduction of new or already existing chemicals. Under the Toxic Substances Control Act, USEPA evaluates potential risks from new and existing chemicals and acts to address any unreasonable risks chemicals may have on human health and the environment. The Toxic Substances Control Act provides USEPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) of 1976 established a program administered by the USEPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act, which affirmed and extended the “cradle to grave” system of regulating hazardous wastes. Among other things, the use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the Hazardous and Solid Waste Act.

Comprehensive Environmental Response, Compensation and Liability Act

The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) was enacted in 1980 and amended by the Superfund Amendments and Reauthorization Act in 1986. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Among other things, CERCLA established requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

b. State Regulations

Hazardous Waste Control Law

DTSC, a department of the California Environmental Protection Agency, is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code. DTSC also administers the California Hazardous Waste Control Law (California Health and Safety Code Section 25100 et seq.) to regulate hazardous wastes. While the Hazardous Waste Control Law is generally

more stringent than RCRA, until USEPA approves the California program, both State and federal laws apply in California. The Hazardous Waste Control Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5

Government Code Section 65962.5 requires DTSC, the State Department of Health Services, SWRCB, and CalRecycle to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included. If any soil is excavated from a site containing hazardous materials, it would be considered a hazardous waste if it exceeded specific criteria in Title 22 of the CCR. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil-disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

Cal/OSHA Title 8

Pursuant to the requirements of OSHA Title 8, employers must develop site-specific Health and Safety Plans. Workers potentially exposed to hazardous materials in their workplace must be trained so that they are aware of the hazards and provided necessary protection from the hazardous materials.

California Fire Code

CCR Title 24, also known as the California Building Standards Code, contains the California Fire Code, included as Part 9 of that Title. Updated every three years, the California Fire Code includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.

California Code of Regulations Title 22

If any soil is excavated from a site containing hazardous materials, it would be considered a hazardous waste if it exceeded specific criteria identified by the DTSC in Title 22, Division 4.5 Section 66261.10 of the CCR. Remediation of hazardous waste found at a site may be required if excavation of these materials is performed, or if other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

California Health and Safety Code

In California, the handling and storage of hazardous materials is regulated by Chapter 6.95 of the California Health and Safety Code. Under Sections 25500 through 25543.3, facilities handling hazardous materials are required to prepare a Hazardous Materials Business Plan. The business plan provides information to the local emergency response agency regarding the types and quantities of hazardous materials stored at a facility and provides detailed emergency planning and response procedures in the event of a hazardous materials release. If a facility stores quantities of specific acutely hazardous materials above the thresholds set forth by the California code, facilities are required to prepare a Risk Management Plan and California Accidental Release Plan, which provide information on the potential impact zone of a worst-case release and requires plans and programs designed to minimize the probability of a release and mitigate potential impacts.

California Public Resources Code

The California Public Resources Code requires projects that would be located within 0.25 mile of a school and might reasonably be expected to emit or handle hazardous materials to consult with the school district regarding potential hazards.

California Vehicle Code

The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods.

c. Local Regulations

Ventura County Multi-Jurisdictional Hazard Mitigation Plan

The Ventura County Multi-Jurisdictional Hazard Mitigation Plan establishes and promotes a comprehensive mitigation strategy and efforts to equitably reduce risk and increase the resiliency of the community and environment from natural hazards (County of Ventura 2022).

Ventura County Environmental Health Division

The Ventura County Environmental Health Division provides regulatory oversight over hazardous waste programs in the City of Ventura. The Environmental Health Division interacts with various federal, State, regional, and local governmental agencies associated with environmental health programs.

City of Ventura Fire Department

The City of Ventura Fire Department provides regulatory oversight over hazardous materials within the City of Ventura. The Ventura Fire Department is a Participating Agency of the Ventura County Environmental Health Division's Certified Unified Program Agency, also called the Hazardous Materials Program, which provides regulatory oversight for six statewide environmental programs including: 1) Hazardous Materials Business Plan, 2) Hazardous Waste, 3) Tiered Permitting, 4) Underground Storage Tanks, 5) Aboveground Petroleum Storage, and 6) California Accidental Release Prevention Program (County of Ventura n.d.).

City of Ventura General Plan

The City of Ventura General Plan (2005) includes two policies and actions related to hazards and hazardous materials, listed below (City of Ventura 2005):

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

Action 7.30: Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State and Federal agencies in the event of a violation.

4.7.3 Impact Analysis

a. Methodology and Significance Thresholds

This section describes the potential environmental impacts of the project, relevant to hazards and hazardous materials. The impact analysis is based on an assessment of baseline conditions, including locations of hazardous materials, existing contaminated sites, and emergency response and evacuation plan requirements. This analysis focuses on the potential nature and magnitude of risks associated with the accidental release, storage, transportation, and use of hazardous materials during construction and operation of the project.

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

- EnviroStor Database, DTSC
- GeoTracker Database, SWRCB
- List of “active” Cease and Desist Orders and Cleanup and Abatement Orders, SWRCB
- Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, DTSC

In accordance with Appendix G of the *CEQA Guidelines*, impacts related to hazards and hazardous materials would be significant if the project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. 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;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. 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 create a significant hazard to the public or the environment;
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area; or
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Appendix G of the *CEQA Guidelines* also includes the question regarding if the project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. This potential impact is addressed in Section 4.14.8, *Wildfire*.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
Threshold 2:	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?

Impact HAZ-1 CONSTRUCTION OF THE PROJECT WOULD INVOLVE THE USE OF SMALL QUANTITIES OF HAZARDOUS MATERIALS, WOULD GENERATE SMALL QUANTITIES OF HAZARDOUS WASTE, AND WOULD HAVE THE POTENTIAL TO ENCOUNTER CONTAMINATED SOILS. OPERATION OF THE PROJECT WOULD NOT INVOLVE THE USE, STORAGE, DISPOSAL, OR TRANSPORTATION OF HAZARDOUS MATERIALS. CONSTRUCTION-PHASE IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION. THERE WOULD BE NO IMPACT ASSOCIATED WITH PROJECT OPERATION.

Installation of the semi-permanent removeable bollards, crash-rated planters, and bollard sleeves would involve small quantities of potentially hazardous materials such as vehicle fuels and fluids. These materials would be contained within vessels specifically engineered for safe storage to prevent the accidental release of hazardous materials, and would not be transported, stored, or used in quantities that would pose a significant hazard to the public or construction workers themselves.

Installation of proposed semi-permanent bollards would require the excavation and transport of paving materials (e.g., asphalt, concrete, roadbed fill materials) and soils, which could possibly be contaminated by vehicle-related pollution (e.g., oil, gasoline, diesel, and other automotive chemicals). Additionally, roadways constructed before the 1970s were known to use asbestos-containing materials in asphalt and LBP for roadway markings. Therefore, the existing pavement may contain asbestos and/or LBP due to its age. Yellow paint striping may also contain metals, such as lead and chromium, that require special handling and disposal.

Demolition of asphalt pavement during construction would not create airborne hazards, as construction would occur in an open-air environment and potential hazardous dust associated with asphalt demolition would dissipate quickly. Furthermore, any use or handling of potentially hazardous materials (including paving, roadbed materials, and removed soils) during bollard installation would be required to comply with all local, State, and federal regulations regarding the handling of hazardous materials as detailed in Section 4.7.2, *Regulatory Setting*, such as the Toxic Substances Control Act, Hazardous Waste Control Law, and CCR Title 22, all of which establish procedures for the proper transport, use, storage, and disposal of excess hazardous materials and hazardous construction waste.

There are three closed LUST sites adjacent to the project site. While ground disturbance would not occur in these locations, there is a possibility that contamination from these former sites has migrated through soil and could be present in soils where ground disturbance is anticipated to occur. Therefore, ground disturbance associated with bollard installation could have the potential to create a significant hazard to the public or environment. This impact would be potentially significant, and mitigation is required.

Project operation would involve the full-time, long-term closure of a portion of Main Street and California Street, which would not require the routine use, storage, or disposal of hazardous materials. There would be no impact related to the release of hazardous materials due to reasonably foreseeable upset or accident conditions during project operation.

Mitigation Measures

HAZ-1 SOIL MANAGEMENT PLAN

Prior to commencement of ground-disturbing activities for bollard installation at the project site, the City shall retain a qualified consultant (i.e., professional geologist or professional engineer) to prepare a Soil Management Plan (SMP) for the project. The SMP shall address:

1. On-site handling and management of unanticipated contaminated soils or other contaminated wastes (e.g., stained soil, soil with solvent or chemical odors) if encountered during ground disturbance, and
2. Specific actions to reduce hazards to construction workers and off-site receptors during construction (e.g., personal protective equipment, dust control, and/or air monitoring).

The SMP must establish remedial measures and soil management practices to ensure construction worker safety and prevent the off-site migration of contaminants from the project site. These measures and practices may include, but are not limited to:

- Proper transportation and disposal procedures for contaminated materials in accordance with applicable regulations, including CCR Title 22.
- A requirement to halt work in the immediate area and contact a qualified consultant (i.e., professional geologist or professional engineer) immediately to evaluate the project site conditions if odorous or visually stained soils, other indications of piping or equipment (including hydrocarbon piping or equipment), or debris are encountered during ground-disturbing activities.
- A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of project construction activities with the requirements and procedures for employee protection and outlines proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.
- Reporting on monitoring activities.

The City shall review and approve the SMP prior to construction (grading/excavation) activities at the project site and prior to issuing grading permits. The City shall implement the SMP during grading and construction at the project.

Significance After Mitigation

Implementation of Mitigation Measure HAZ-1 would ensure that potential hazardous materials encountered during construction would be properly transported and disposed of, reducing impacts to a less-than-significant level.

Threshold 3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Impact HAZ-2 CONSTRUCTION AND OPERATION OF THE PROJECT WOULD OCCUR WITHIN 0.25 MILES OF A SCHOOL. WITH ADHERENCE TO EXISTING REGULATORY REQUIREMENTS, THE PROJECT WOULD HAVE A LESS THAN SIGNIFICANT IMPACT INVOLVING THE GENERATION OF HAZARDOUS EMISSIONS OR HANDLING OF HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN 0.25 MILES OF AN EXISTING SCHOOL.

The nearest private school, Holy Cross School, is located approximately 200-feet north of the eastern terminus of the project site. The nearest public school, Lincoln Elementary School, is located approximately 0.4-mile east of the project site.

The project would involve small quantities of potentially hazardous materials during construction, specifically for installation of the semi-permanent removeable bollards, crash-rated planters, and bollard sleeves. The use of potentially hazardous materials during construction would be required to comply with all local, State, and federal regulations regarding the handling of hazardous materials, as detailed in Section 4.7.2, *Regulatory Setting*. Operation of the proposed project would not require the use of hazardous materials and would not introduce new uses to the project site that would emit hazardous emissions. Therefore, the project would have a less-than-significant impact involving the generation of hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing school.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 4: Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact HAZ-3 THE PROJECT WOULD NOT BE LOCATED ON AN ACTIVE SITE INCLUDED ON A LIST OF HAZARDOUS MATERIAL SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5. WITH IMPLEMENTATION OF MITIGATION MEASURE HAZ-1, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

According to a database review, there are no active hazardous material sites located on the project site (DTSC 2024, SWRCB 2024, California Environmental Protection Agency 2024). However, there are three LUST sites located on properties adjacent to the project site. These sites have the status “Completed—Case Closed,” which indicates that no further action involving hazardous material remediation is needed (SWRCB 2024). The project would only involve ground disturbance during installation of the semi-permanent bollards and bollard sleeves at or near intersections along the project site, and such ground disturbance would not occur on the adjacent LUST sites. However, there is a possibility that contamination from these former sites has migrated through soil and could be present in soils where ground disturbance is anticipated to occur. This impact would be potentially significant, and mitigation is required.

Mitigation Measures

Mitigation Measure HAZ-1 would be required; refer to Impact HAZ-1 for full text of this measure.

Significance After Mitigation

Implementation of Mitigation Measure HAZ-1 would require preparation of an SMP to ensure that potential hazardous materials associated with former hazardous material sites would not create a significant hazard to the public or the environment during project related ground disturbance.

Impacts would be less than significant with mitigation incorporated.

Threshold 5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact HAZ-4 THE PROJECT SITE IS NOT LOCATED WITHIN TWO MILES OF AN AIRPORT OR WITHIN AN AIRPORT LAND USE PLAN. NO IMPACT INVOLVING SAFETY HAZARDS OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA WOULD OCCUR.

The nearest aircraft facility is the Oxnard Airport, which is located approximately 6.8-miles southeast of the project site. Furthermore, according to the most recent Airport Comprehensive Land Use Plan Update for Ventura County, the project site is located outside the airport noise contours for Oxnard Airport (Ventura County Airport Land Use Commission 2000). There are no private airstrips in the vicinity of the project site. Therefore, the project would not result in safety hazards or excessive noise related to airports for people residing or working at the project site and its vicinity. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

Threshold 6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact HAZ-5 THE PROPOSED PROJECT WOULD RESULT IN THE FULL-TIME CLOSURE OF A PORTION OF MAIN STREET AND CALIFORNIA STREET. INSTALLATION OF SEMI-PERMANENT REMOVEABLE BOLLARDS WOULD ACCOMMODATE EMERGENCY VEHICLE ACCESS. AS SUCH, IMPACTS INVOLVING EMERGENCY RESPONSE AND EMERGENCY EVACUATION WOULD BE LESS THAN SIGNIFICANT.

Construction of the proposed project would temporarily add construction equipment and worker vehicles to the project site, which could slow traffic through the local area. Additionally, the project would result in the full-time, long-term closure of a portion of East Main Street, which is identified as an evacuation route for Zone 2 (City of Ventura n.d.), to vehicular traffic. To facilitate closure of the roadway to vehicular traffic, the project would involve the installation of up to 69 semi-permanent bollards, 20 crash-rated planters, and 43 bollard storage sleeves at various intersections along Main Street and California Street. Planters would not be removable; however, planters would

be located at the corners of closed intersections while removable bollards would be located in the middle of roadways. Accordingly, planters would not be located in intersections such that they would inhibit vehicular access during an emergency. Bollards located in the middle portion of the streets and intersections would be hand-operated lift assist models, which would allow emergency responders to unlock the bollards with a key and quickly retract the telescoping bollards into the ground. These lift assist models have a lifting mechanism that reduces the weight of the bollard to approximately 44 pounds, and the bollards could be retracted by one person. The lift assist bollards would be spaced with enough separation to allow for 15 feet of overall clearance when retracted to allow for vehicular access. Bollards located along the edges of the roadways would be manually removable and would require two people to physically remove each bollard, as each bollard would be approximately 161 pounds. These bollards would be lifted out of their sleeves and would be placed in storage sleeves near the sidewalk when not in use. These bollards would be located with four feet of spacing from center to allow for additional vehicular access when needed (Deborah Jewell 2024). Both bollard designs would allow emergency responders to remove bollards for vehicular access to the Main Street evacuation route during an emergency scenario.

Both the Ventura Police Department and Ventura Fire Department have been involved in project discussions concerning emergency access to the project site (Brett Reed 2024). In the event of an emergency evacuation, up to two bollards would be removed to allow vehicular access. As stated above, the bollards could be removed within a few minutes, which would maintain Main Street as an emergency evacuation route when needed during emergency scenarios. Furthermore, the removable bollards would allow for vehicular travel southbound through California Street as needed during emergencies, consistent with the designated routes for Evacuation Zone 2. Therefore, the project would have a less than significant impact regarding the impaired implementation of or physical interference with evacuation or emergency response plans.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.7.4 Cumulative Impacts

The geographic scope for cumulative impacts related to hazards and hazardous materials is the project site and immediately surrounding parcels. This geographic scope is appropriate because, generally, hazards and hazardous materials impacts associated with individual developments are site-specific in nature and must be addressed on a case-by-case basis. For cumulative impacts involving emergency access, the geographic scope is Evacuation Zone 2.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would have the potential to expose residents, employees, and visitors to hazards and hazardous materials. However, the magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Hazard evaluations would be completed on a case-by-case basis for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including remedial action on contaminated sites, would address impacts related to these hazards and hazardous materials associated with future development. Therefore, cumulative development would have a less-than-significant cumulative impact, involving the transport, use, and disposal of

hazardous materials; accidental release of hazardous materials; release of hazardous materials within 0.25 mile of a school; and creation of a hazard to the public or environment from listed hazardous material sites.

The project site is not located within an airport land use plan or within two miles of a of a public airport or public use airport. Therefore, the project cannot contribute to a cumulative impact related to a safety hazard related to aircraft operations.

All cumulative projects would be required to adhere to the Ventura County Operational Area Multi-Jurisdictional Hazard Mitigation Plan, which includes actions to reduce risks from hazards, including emergency response. Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would not impair implementation of or physically interfere with evacuation plans. Therefore, cumulative impacts related to hazards, hazardous materials, and emergency response would be less than significant.

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4.8 Land Use and Planning

4.8.1 Setting

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020, as the basis for analysis and impact determination. For the purposes of this land use and planning impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Regional Land Use

The city of Ventura is a vibrant coastal community located in Ventura County, California. Regional land use in the city of Ventura is characterized by a diverse mix of residential, commercial, industrial, and open space areas. The city's Downtown area features a blend of historic buildings and modern developments, housing a variety of commercial businesses, restaurants, and entertainment venues in addition to residential development. Along the coastline, beaches and waterfront areas offer recreational opportunities such as surfing, swimming, and boating. Residential neighborhoods range from single-family homes to multi-unit complexes, providing a mix of housing options. Industrial zones support manufacturing and distribution activities; and open space areas, including parks, trails, and green spaces, are scattered throughout the city, offering residents and visitors opportunities for outdoor recreation and leisure. Overall, the regional land use in the city of Ventura reflects a balance between urban development and the preservation of coastal character.

The city is situated along U.S. Highway 101 (Ventura Freeway), the major coastal highway linking northern and southern portions of the state. A portion of the city, including its Pacific shoreline, is within the California Coastal Zone.

c. Project Site and Surrounding Land Uses

The project site is located within a five-block portion of Main Street and California Street, entirely within existing City right-of-way (ROW), and encompasses approximately 5.4 acres. The area surrounding the project site is fully developed with a variety of private businesses and public uses, including the E.P. Foster Public Library. Mission Park, Eastwood Park, and the Museum of Ventura County are located adjacent to the western terminus of the project corridor on Main Street near Figueroa Plaza. Plaza Park and a United States Postal Service office are located south of the eastern terminus of the project corridor on the corner of Santa Clara Street and Fir Street. The San Buenaventura City Hall is located north of the project corridor on Poli Street, across from California Street.

The project site is located within the California Coastal Zone and within the Downtown Specific Plan (DTSP) area (City of Ventura 2007). The properties adjacent to the project site are currently zoned T5 (Urban Neighborhood Center), T6 (Urban Core), and P (Parks).

4.8.2 Regulatory Setting

a. State Regulations

California Coastal Act

The California Coastal Act, enacted in 1976, establishes procedures for the review of proposed developments in the Coastal Zone and policies for the protection of coastal resources and public access to the coastline. The City of Ventura General Plan (2005) satisfies State requirements for the City's Local Coastal Program in accordance with the California Coastal Act.

Connect SoCal 2024

Adopted by the Southern California Association of Governments (SCAG) in April 2024, Connect SoCal 2024 is a long-range visioning plan that builds upon and expands land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern. This plan was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura (SCAG 2024). Applicable goals from Connect SoCal 2024 are detailed in Table 4.8-1 under Impact LU-2.

b. Local Regulations

City of Ventura General Plan

The City of Ventura General Plan (2005) is a comprehensive statement of goals, objectives, and policies relating to the development of the community, the management of potential hazards, and the protection of natural and cultural resources within its boundaries. The Ventura General Plan is the primary means for guiding future change in the city of Ventura and provides a guide for decision-making. The Ventura General Plan was adopted on August 8, 2005, and is currently in the process of being updated. Applicable goals from the Ventura General Plan are detailed in Table 4.8-1 under Impact LU-2.

City of Ventura Downtown Specific Plan

The project site is located within the boundaries of the DTSP area (City of Ventura 2007). The Ventura *Downtown Specific Plan*, adopted in 2007, is a comprehensive planning document that outlines the vision and guidelines for the development and revitalization of the downtown area in the city of Ventura. The DTSP aims to create a vibrant, pedestrian-friendly, and economically thriving downtown district and encompasses various aspects of urban design, land use, transportation, and community amenities. The DTSP emphasizes the preservation and enhancement of the historic character of downtown Ventura, while also promoting mixed-use development, including residential, commercial, and recreational spaces. It focuses on creating a sense of place and identity through attractive streetscapes, public spaces, and architectural design. The DTSP fulfills goals, policies, and actions of the City of Ventura General Plan (2005) related to land use and planning, transportation, and community design within downtown Ventura. Goals from the DTSP applicable to the proposed project are detailed in Table 4.8-1 under Impact LU-2.

San Buenaventura Municipal Code

Chapter 24.250 of the San Buenaventura Municipal Code (SBMC) establishes DTSP zones and prescribes appropriate uses and other regulations for these zones. The provisions of this chapter are intended to promote the goals, objectives, and policies of the DTSP. The project site does not have a zoning designation, as it consists of the City's public ROW and roadways. The project site is adjacent to properties currently zoned as T5 (Urban Neighborhood Center), T6 (Urban Core), and P (Parks). The T5 and T6 zones are intended to implement policies, standards, and guidelines in the DTSP by, among other things, promoting buildings, renovations, and uses that facilitate dense commercial, retail, and mixed-use development. Pursuant to Section 24.250.070 of the SBMC, all uses within the T5 and T6 zones should follow the design guidelines specified in the DTSP.

Chapter 24.290 of the SBMC establishes the Parks zone and prescribes use types and other regulations for this zone. All public improvement projects, development agreements, and any other discretionary land use permits and other approvals within the Parks zone shall be consistent with the DTSP.

4.8.3 Impact Analysis

a. Methodology and Significance Thresholds

Land use impacts were assessed based upon consistency with adopted plans, policies, and regulations. For the purpose of this analysis, the proposed project is considered consistent with the City of Ventura General Plan (2005) if, considering all of its aspects, it will further the goals, objectives, and policies of the overall Ventura General Plan. The project's potential for division of an established community was assessed based on the project's capacity to introduce new features that would physically interfere with mobility. The land use plans mentioned within the analysis were selected based on their overarching goals or purposes of promoting efficient community development and land use strategies.

Based on Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, the effects of the project on land use would be significant if the project would:

1. Physically divide an established community; or
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project physically divide an established community?

Impact LU-1 THE PROJECT WOULD CONSIST OF PARTIAL STREET CLOSURES BUT WOULD MAINTAIN PEDESTRIAN ACCESS THROUGH A MAJOR ROADWAY IN DOWNTOWN VENTURA. THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The proposed project would result in the full-time, long-term closure of Main Street, from Fir Street to Figueroa Plaza; South California Street, from Main Street to the alleys south of Main Street; and North California Street, from Main Street to the North California Street parking lot. The project would retain the existing sidewalk and curb configuration and would include semi-permanent removeable bollards, crash-rated planters, and bollard sleeves. Although a portion of Main Street and California Street would be closed to vehicular traffic, pedestrian access would still be maintained within the project site, and vehicles would be redistributed onto adjacent roadways in

the Downtown area. The project would not result in development that would physically divide an established community. Overall, the proposed project would promote pedestrian mobility in Downtown Ventura and would not divide the established Downtown community. This impact would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2: 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?

Impact LU-2 THE PROJECT WOULD BE CONSISTENT WITH APPLICABLE LAND USE PLANS, POLICIES, AND REGULATIONS. THE PROJECT WOULD NOT REQUIRE A GENERAL PLAN AMENDMENT, LOCAL COASTAL PROGRAM AMENDMENT, OR DOWNTOWN SPECIFIC PLAN AMENDMENT. IMPACTS RELATED TO ENVIRONMENTAL IMPACTS DUE TO A CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS WOULD BE LESS THAN SIGNIFICANT.

The project's consistency with applicable goals and policies from land use plans, including SCAG's Connect SoCal 2024, the City of Ventura General Plan, and the *Downtown Specific Plan*, are discussed in Table 4.8-1. As detailed therein, the project would be generally consistent with applicable regional and local land use policies. Specifically, the project would be consistent with policies that promote multi-modal connectivity, promote pedestrian travel, and discourage dependence on vehicle travel. The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect, as no such conflict would occur. This impact would be less than significant.

Table 4.8-1 Project Consistency with Applicable Land Use Policies

Goal/Policy/Action	Consistency Discussion
Connect SoCal 2024	
Encourage and support the implementation of projects, both physical and digital, that facilitate multi-modal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.	Consistent. The project would promote multi-modal connectivity in the Downtown Ventura area through encouragement of pedestrian travel along portions of Main Street and California Street.
Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit).	Consistent. The project would convert approximately five blocks of Main Street and California Street to pedestrian-only traffic, which would provide an alternative to single-occupancy vehicle travel in the Downtown Ventura area.
City of Ventura General Plan	
Action 4.12: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.	Consistent. The project would close portions of Main Street and California Street to vehicular traffic and would install removable bollards to prevent automobiles from entering the project site, minimizing the potential for conflict between automobiles and pedestrians in these areas. At the cross-street intersections, red-flash traffic lights would grant pedestrians the right-of-way and ensure vehicles stop before proceeding.
Policy 4B: Help reduce dependence on the automobile.	Consistent. The project would encourage pedestrian travel throughout Main Street and California Street in Downtown Ventura, which would provide an alternative travel mode and reduce dependence on automobile travel.
City of Ventura Downtown Specific Plan	
Policy 1J: Establish and maintain an enhanced, interconnected system of Downtown public parks, trails, and open space.	Consistent. Although not part of a formal park or trail system, the proposed project would facilitate pedestrian access in an outdoor environment in Downtown Ventura and would effectively act as a trail in that it provides for pedestrian mobility in an open-air environment. The project site is adjacent to Mission Park and would encourage pedestrian travel along a major Downtown thoroughfare with connections to an existing park.
Goal 3: Maintain and enhance public features such as parks, streetscapes, and open spaces. Provide access to our natural areas, including the hillsides and Ventura River and re-connect Downtown to the ocean. Encourage development and events that activate the public realm. ¹	Consistent. The project would enhance the Main Street streetscape through its conversion to a pedestrian-only street, activating the public realm through provision of a dedicated pedestrian corridor.

¹ The DTSP defines the “public realm” as streets, alleyways, sidewalks, lighting, landscaping and street furniture, such as benches, bike racks, news racks and fountains, as well as squares, plazas, parks, public art, open space areas and pedestrian corridors.

Goal/Policy/Action	Consistency Discussion
Goal 6: Create an integrated transportation system that effectively serves the Downtown area, making Downtown a place where people prefer to walk, bike, or ride public transit rather than drive a car.	Consistent. The project would encourage pedestrian travel throughout Main Street and California Street in Downtown Ventura, which would further the goal of creating an integrated transportation system that serves the Downtown area and makes Downtown a place where people prefer to walk.
Policy 7B: Take advantage of opportunities to consolidate parking into centralized structures and convert some Downtown surface lots (including the many small, inefficient, and scattered private lots) into new uses that benefit the community.	Consistent. The project would eliminate surface parking along the project site. Rather than being used for parking and vehicular transport, the project site would be used for safe and efficient pedestrian travel, directly benefiting the community.

4.8.4 Cumulative Impacts

The geographic scope for cumulative impacts related to land use and planning is the portion of the city of Ventura covered by the DTSP. Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would not physically divide an established community as these cumulative projects do not involve the creation of new linear features, such as roads, that could divide the community or prevent mobility of the community. Conflicts regarding compatibility between past, present, and reasonably foreseeable future projects, and applicable land use plans, policies, or regulations would be localized and addressed on a case-by-case basis, with potential impacts being reduced through design review for consistency with the DTSP. Therefore, cumulative development would not result in a significant cumulative impact to land use and planning.

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4.9 Noise

4.9.1 Setting

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020, as the basis for analysis and impact determination. For the purpose of this noise impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Overview of Sound Measurement

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

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

Human perception of noise has no simple correlation with sound energy. The perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (Crocker 2007).

Sound changes in both a level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at around 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) simply result from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding”

depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important factors of a project's noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared sound pressure level within the sampling period, and L_{min} is the lowest root mean squared sound pressure level within the sampling period (Crocker 2007).

Noise that occurs at night tends to be more disturbing than noise that occurs during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours; it is also measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn} /CNEL depends on the distribution of traffic during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

c. Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from

vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by vibration, a ground-to-foundation coupling loss (when vibration energy is transferred from one medium [ground] to another [foundation]) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may actually amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV) in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting and construction vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

d. Project Noise Setting

The predominant sources of noise in the Downtown Specific Plan (DTSP) area on January 15, 2020, the historical environmental baseline, included traffic noise on local streets. Secondary noise sources in the area included pedestrian noise on sidewalk areas, noise from outdoor dining areas and amplified music noise. Rail noise associated with the Union Pacific Railroad line operations and airport noise associated with Oxnard Airport operations created additional sources of noise in the DTSP area. Roadways with the highest traffic volumes and, thus, the highest noise levels were Poli Street, Main Street, Santa Clara Street, Ventura Avenue, California Street and Kalorama Street.

e. Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The City of Ventura General Plan (2005) defines noise sensitive receptors to be homes, schools, hotels and hospitals. Noise-sensitive receptors near the site include the Mission Basilica San Buenaventura, located adjacent to the project site on the north side of Main Street across from Figueroa Plaza; Ventura Inn, located adjacent to the project site near the corner of Main Street and California Street; and a single-family residence (31 North Fir Street), located approximately 110-feet north of the project site.

Vibration-sensitive receptors are similar to noise sensitive receptors and include both residences and institutional uses, such as schools, churches, and hospitals. However, vibration sensitive receptors also include buildings where vibrations may interfere with vibration-sensitive equipment.

4.9.2 Regulatory Setting

a. Federal Regulations

FTA Transit and Noise Vibration Impact Assessment Manual

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual*

(FTA 2018). For residential, commercial, and industrial uses, the daytime noise threshold is 80 dBA L_{eq} , 85 dBA L_{eq} , and 90 dBA L_{eq} for an eight-hour period, respectively.

b. Local Regulations

City of Ventura General Plan

The City of Ventura General Plan (2005) establishes land use compatibility categories for community noise exposure. The maximum “normally acceptable” noise level for the exterior of residential areas is 65 dBA CNEL or L_{dn} , as shown in Table 4.9-1. The maximum “normally acceptable” noise level for commercial and professional uses is 70 dBA CNEL or L_{dn} .

Table 4.9-1 Land Use Compatibility for Noise Environments

Land Use Category	Community Noise Exposure Level (CNEL or L_{dn})			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low density single family, duplex, mobile homes	50-60	55-70	70-75	75-85
Residential - Multifamily	50-65	60-70	70-75	75-85
Transient Lodging – Motel, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries Churches, Hospitals, Nursing Homes	50-65	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	65-85	NA
Sports Arenas, Outdoor Spectator Sports	NA	50-75	70-85	NA
Playgrounds, Neighborhood Parks	50-70	NA	68-75	73-85
Golf Courses, Riding Stable, Water Recreation, Cemeteries	50-75	NA	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	68-78	75-85	NA
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	80-85	NA

CNEL = Community Noise Equivalent Level; L_{dn} = Day-Night Average Level

NA. Not Applicable

Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements

Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable. New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable. New construction or development should generally not be undertaken.

Source: City of Ventura General Plan (2005)

San Buenaventura Municipal Code

The San Buenaventura Municipal Code (SBMC) includes noise standards and regulations. Section 10.650.130 designates noise zones and provides exterior noise level standards that, unless otherwise specifically indicated, shall apply to all receiving properties within a designated noise zone, as shown in Table 4.9-2. Furthermore, in accordance with Section 10.650.150(d)(1) of the

SBMC, construction is not permitted between the hours of 8:00 p.m. and 7:00 a.m. if it exceeds the designated noise level limit of 45 dBA L_{eq} at residential uses.

Table 4.9-2 City of Ventura Operational Standards

Zone	Time	Sound Level (Decibels) ¹
Zone I – Noise Sensitive Properties	7:00 a.m. to 10:00 p.m.	50 dBA
Zone I – Noise Sensitive Properties	10:00 p.m. to 7:00 a.m.	45 dBA
Zone II – Residential Properties	7:00 a.m. to 10:00 p.m.	50 dBA
Zone II – Residential Properties	10:00 p.m. to 7:00 a.m.	45 dBA

¹*Noise Level Limits.* Unless otherwise provided in this article, no person shall operate or cause to be operated any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any receiving property to exceed the following noise level limits:

- The exterior noise levels for that land use, as specified in subsection (B)(1) of this section, for a total period of more than 30 minutes in any consecutive 60 minutes;
- The exterior noise levels plus five dB for a total period of more than 15 minutes in any consecutive 60 minutes;
- The exterior noise levels plus 10 dB for a total period of more than five minutes in any consecutive 60 minutes; or
- The exterior noise levels plus 15 dB for a total period of more than one minute in any consecutive 60 minutes; or
- The noise standard plus twenty (20) db(A) for any period of time.
- Source: City of San Buenaventura Municipal Code Section 10.650.130

4.9.3 Impact Analysis

a. Methodology and Significance Thresholds

Construction Noise

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

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

Construction equipment is typically dispersed in various areas of a site, with only a limited amount of equipment operating near a given location at a particular time. For this reason, the FTA's *Transit Noise and Vibration Impact Assessment* document (FTA 2018: 177) recommends to “assume that all equipment operates at the center of the project.” Therefore, it is standard industry practice to analyze average construction noise from the center of the project site, which represents the approximate center of where noise would be generated because equipment moves around the project site throughout the workday. Construction equipment may operate as close as 10 feet from both Mission Basilica San Buenaventura and Ventura Inn; however, over the course of work on each area of bollard installation, the equipment would typically move back and forth across and around a construction site, resulting in an average distance further from noise-sensitive receptors. Construction noise estimates do not account for the presence of intervening structures or topography, which could reduce noise levels at receiver locations.

Operational Noise

To characterize ambient noise levels at the project site, six short-term sound level measurements were conducted during daytime hours on June 15, 2023, shown in Table 4.9-3 and again during the evening on June 16, 2023, shown in Table 4.9-4. These measurements provide context for the noise setting in the project site; however, the measurements were not conducted to capture baseline noise levels, as the roads were temporarily closed under a Business Expansion Special Use Permit and this Noise Study uses a historical baseline of January 15, 2020. Short-Term Noise Measurement 1 (ST-1) was taken on the southeast corner of the intersection of East Main Street and Figueroa Plaza. ST-2 was taken on the southwest corner of the intersection of East Main Street and South Oak Street. ST-3 was taken on the north side of Main Street, approximately 50-feet west of the intersection of East Main Street and North Chestnut Street. ST-4 was taken on the southeast corner of the property on North Fir Street. ST-5 was taken approximately 40-feet east of the intersection of Poli Street and North Oak Street on the south side of Poli Street. ST-6 was taken on the northeast corner of the intersection of South California Street and Santa Clara Street. Noise measurement locations are shown in Figure 4.9-1. The sound level meter used for noise monitoring (Extech 407780A) satisfies the American National Standards Institute (ANSI) standard for Type 2 instrumentation. The sound level meter was set to “slow” response and “A” weighting (dBA). The meter was calibrated before and after the monitoring period. The measurement was at least five feet above the ground and away from reflective surfaces, and the sound level meter was equipped with a windscreen during measurements. Table 4.9-3 and Table 4.9-4 summarizes the results of the noise measurements.

Table 4.9-3 Project Site Sound Level Monitoring Results – Daytime

Measurement	Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)
ST-1	Southeast corner of the intersection of East Main Street and Figueroa Plaza	12:26 – 12:42 p.m.	On closed portion of Main Street, approximately 15 feet to nearest commercial establishment with outside dining and amplified music.	60	58	74
ST-2	Southwest corner of the intersection of East Main Street and South Oak Street	12:45 – 1:00 p.m.	On closed portion of Main Street, approximately 25 feet to centerline of South Oak Street and adjacent to the nearest commercial establishment with outside dining amplified music.	71	55	91
ST-3	Approximately 50-feet west of the intersection of East Main Street and North Chestnut Street	1:06 – 1:21 p.m.	On closed portion of Main Street, adjacent to the nearest commercial establishment with outside dining and amplified music.	63	55	69
ST-4	Southeast corner of the property on 31 North Fir Street	1:23 – 1:33 p.m.	Approximately 15 feet to centerline South Fir Street.	68	50	88
ST-5	Approximately 40-feet east of the intersection of Poli Street and N. Oak Street on the south side of Poli Street	1:47 – 2:02 p.m.	Approximately 15 feet to centerline Poli Street.	71	52	83

Measurement	Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)
ST-6	Northeast corner of the intersection of South California Street and Santa Clara Street	2:06 – 2:21 p.m.	Southern edge of the closed portion of California Street, approximately 20 feet from the center of the intersection of Santa Clara Street and California Street.	67	55	86

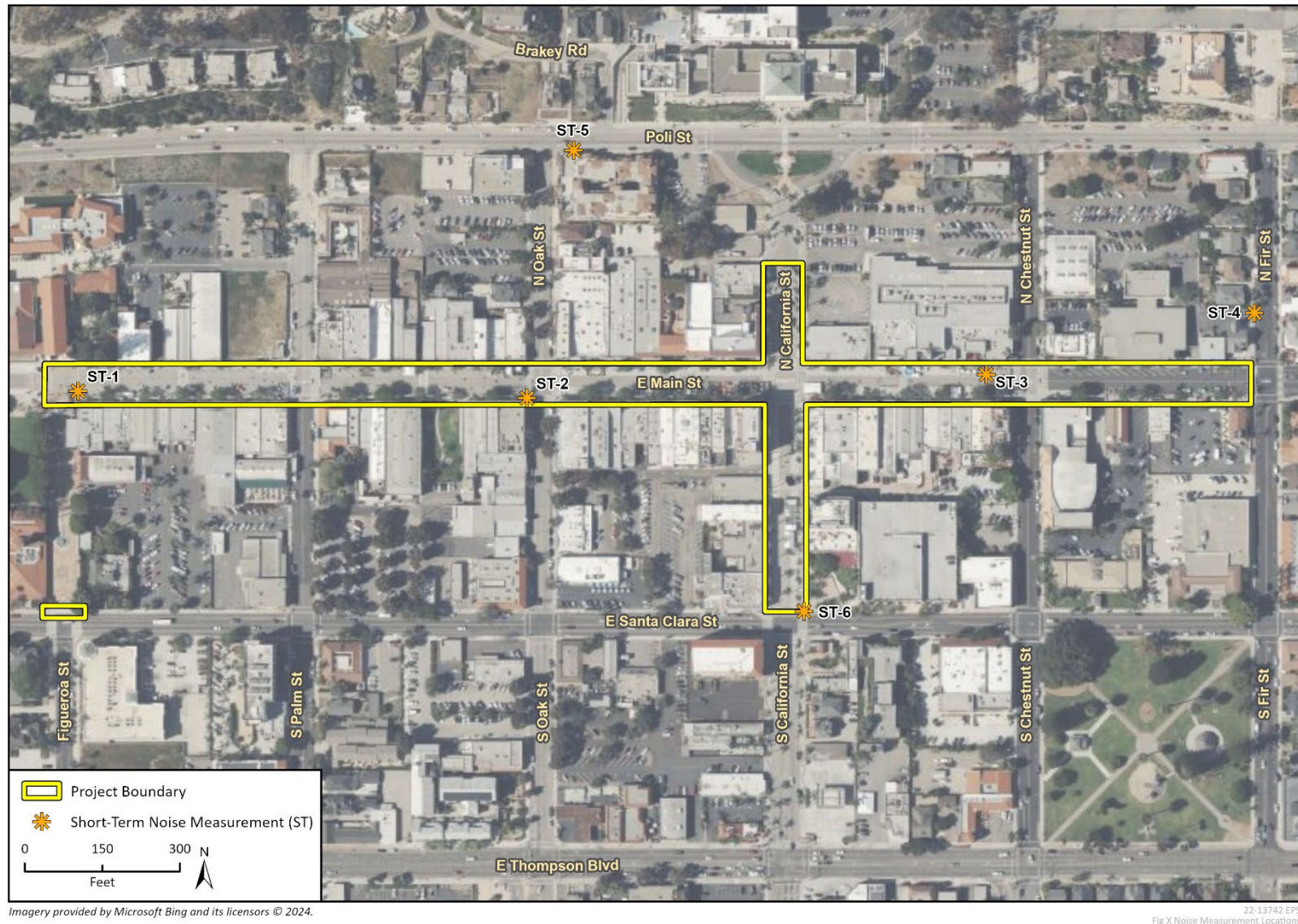
dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{min} = minimum noise level, L_{max} = maximum noise level
Approximate noise measurement locations are shown in Figure 4.9-1.

Table 4.9-4 Project Site Sound Level Monitoring Results - Evening

Measurement	Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)
ST-1	Southeast corner of the intersection of East Main Street and Figueroa Plaza	8:24 – 8:39 p.m.	On closed portion of Main Street, approximately 15 feet to nearest commercial establishment with outside dining and amplified music.	62	58	79
ST-2	Southwest corner of the intersection of East Main Street and South Oak Street	8:44 – 8:59 p.m.	On closed portion of Main Street, approximately 25 feet to centerline of South Oak Street and adjacent to the nearest commercial establishment with outside dining amplified music.	73	62	96
ST-3	Approximately 50-feet west of the intersection of East Main Street and North Chestnut Street	9:05 – 9:20 p.m.	On closed portion of Main Street, adjacent to the nearest commercial establishment with outside dining and amplified music.	67	63	75
ST-4	Southeast corner of the property on 31 North Fir Street	9:26 – 9:41 p.m.	Approximately 15 feet to centerline South Fir Street.	59	50	74
ST-5	Approximately 40-feet east of the intersection of Poli Street and N. Oak Street on the south side of Poli Street	9:50 – 10:05 p.m.	Approximately 15 feet to centerline Poli Street.	73	49	98
ST-6	Northeast corner of the intersection of South California Street and Santa Clara Street	10:11 – 10:26 p.m.	Southern edge of the closed portion of California Street, approximately 20 feet from the center of the intersection of Santa Clara Street and California Street.	66	58	80

dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{min} = minimum noise level, L_{max} = maximum noise level
Approximate noise measurement locations are shown in Figure 4.9-1.

Figure 4.9-1 Approximate Noise Measurement Locations



OUTDOOR OPERATIONAL NOISE

Closure of portions of Main Street and California Street to vehicular traffic would create a pedestrian-only environment within the roadway, resulting in additional noise sources from pedestrians compared to the historical baseline conditions. This analysis focuses on the increase in pedestrian traffic due to the closure of Main Street to vehicle through traffic.

MOBILE OFF-SITE OPERATIONAL (TRAFFIC) NOISE

Redistribution of traffic from Main Street and California Street to nearby roadways would increase traffic on certain roads, and potentially increase traffic noise levels on those roadways. This analysis is based upon the average daily trip data presented in a traffic report prepared by Stantec in April 2024 (Stantec 2024).

Groundborne Vibration

Operation of the proposed project would not include any vibration sources. Thus, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receptors. The greatest vibratory source during construction would be an auger drill rig used to install the semi-removable bollards and bollard sleeves. Neither blasting nor pile driving would be required for construction of the proposed project. Construction vibration estimates are based on vibration levels reported by the FTA (FTA 2018).

Vibration limits used in this analysis to determine a potential impact to local land uses from construction activities are based on information contained in the FTA's *Transit Noise and Vibration Impact Assessment* (2018). Maximum vibration limits recommended by the FTA are identified in Table 4.9-5. Based on FTA recommendations, limiting vibration levels to below 0.12 in/sec PPV at historical resources, 0.2 in/sec PPV at residential structures and 0.3 in/sec PPV at industrial or commercial buildings would prevent architectural damage. These limits are applicable regardless of the frequency of the source.

Table 4.9-5 Criteria for Vibration Damage Potential

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
in/sec = inches per second; PPV = peak particle velocity	
Source: Federal Transit Administration 2018	

Aviation Noise

The airport noise contours in the *Airport Comprehensive Land Use Plan Update for Ventura County* (Ventura County Airport Land Use Commission 2000) with respect to the DTSP area were used to determine potential impacts from exposure to aviation-related noise.

Significance Thresholds

According to Appendix G of the *CEQA Guidelines*, impacts related to noise would be significant if the proposed project would:

1. Generate 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;
2. Generate excessive groundborne vibration or groundborne noise levels; or
3. For a project located within the vicinity of a private airstrip or an airport or public use airport, expose people residing or working in the project area to excessive noise levels.

CONSTRUCTION NOISE

The City of Ventura does not have specific noise level criteria for assessing construction noise impacts. FTA has developed guidance for determining if construction of a project would expose various land uses to significant noise levels, or if a project would result in a substantial temporary increase in noise levels (FTA 2018). Based on FTA guidance, a significant impact would occur if project-generated construction noise would exceed an 80 dBA L_{eq} noise limit at the nearest residence or school.

OUTDOOR NOISE

The city has adopted exterior noise standards in the SBMC, regulating operational stationary noise sources in the city. The proposed project would result in a significant impact if noise from operational sources exceeds 55 dBA at a residential property line.

OFF-SITE TRAFFIC NOISE

Although the City of Ventura does not have specific noise level criteria for assessing traffic noise impacts, a project is typically assumed to have a significant impact on the environment related to traffic noise if it would substantially increase the ambient noise levels for adjoining areas. The following thresholds of significance are similar to those recommended by the Federal Aviation Administration's Federal Interagency Committee on Noise (2020), which use criteria based on transportation noise increases and are commonly applied to roadway traffic noise analyses under CEQA. A significant impact would occur if traffic noise increases the existing noise environment by the following:

- Greater than 1.5 dBA L_{dn} for ambient noise environments of 65 dBA L_{dn} and higher.
- Greater than 3 dBA L_{dn} for ambient noise environments of 60 to 64 L_{dn} .
- Greater than 5 dBA L_{dn} for ambient noise environments of less than 60 dBA L_{dn} .

GROUNDBORNE VIBRATION

The city does not have a quantified threshold against which to assess vibration impacts during construction and operation. Therefore, the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) was used to evaluate potential construction vibration impacts related to potential building damage. Construction vibration impacts facilitated by the project would be significant if vibration levels exceed the FTA criteria shown in Table 4.9-5. For example, impacts would be significant if vibration levels exceed 0.12 in/sec PPV at historical resources, 0.2 in/sec PPV at residential structures, and 0.3 in/sec PPV at commercial structures. This is the limit where minor cosmetic (i.e., non-structural) damage may occur to these buildings. Therefore, for a conservative analysis, construction vibration impacts would be significant if vibration levels exceed 0.2 in/sec PPV at nearby buildings.

b. Project Impacts and Mitigation

Threshold 1: 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?

Impact NOI-1 CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT WOULD INTERMITTENTLY GENERATE NOISE ADJACENT TO THE PROJECT SITE. HOWEVER, CONSTRUCTION NOISE LEVELS WOULD NOT EXCEED THE APPLICABLE NOISE LEVEL THRESHOLDS. NOISE ASSOCIATED WITH OPERATION OF THE PROJECT WOULD BE FROM ADDITIONAL PEDESTRIAN ACTIVITY AND WOULD NOT EXCEED STANDARDS ESTABLISHED BY THE CITY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction

Construction activity would result in a temporary noise increase in the project vicinity, exposing surrounding sensitive receptors to increased noise levels. Construction activities would be limited to installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves. The highest noise levels associated with these activities would be created by use of an auger drill rig. Table 4.9-6 illustrates approximate noise levels associated with an auger drill rig at surrounding sensitive receptors. Project construction would occur nearest to the Mission Basilica San Buenaventura, located approximately 40-feet north of the center of bollard construction. As shown in Table 4.9-6, an auger drill rig would generate a noise level up to 79 dBA L_{eq} at this distance. Therefore, construction noise levels would not exceed the FTA's 80 dBA L_{eq} construction noise threshold. Construction would occur within the allowed hours identified in the SBMC Section 10.650.150(d)(1). Therefore, construction noise would be less than significant.

Table 4.9-6 Estimated Noise Levels by Construction Phase at Sensitive Receptors

Construction Activity Phase	L_{eq} dBA			
	RCNM Reference Noise Level (50 feet)	Single-Family Residential to the North at 31 North Fir Street (120 feet) ¹	Ventura Inn (45 feet) ¹	Mission Basilica San Buenaventura (40 feet) ¹
Auger Drill Rig	77	63	78	79

dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{min} = minimum noise level, L_{max} = maximum noise level; RCNM = Roadway Construction Noise Model

¹ Distance from the center of the bollard construction area to the property line.

Calculations performed with the FHWA's RCNM software are included in Appendix D.

Noise levels rounded to the nearest whole number.

Operation

OUTDOOR NOISE

Historical baseline conditions in the project site include pedestrian noise on sidewalk areas, noise from outdoor dining areas, amplified music noise, and traffic noise on local streets. The project would close portions of Main Street and California Street to vehicular traffic, allowing for increased pedestrian activity in the roadway. This would increase pedestrian noise levels while reducing roadway noise levels as traffic is redistributed on nearby streets.

The main noise source associated with pedestrians would be speech from conversations. Typically, a conversation between two people using a normal voice (not raised) at a distance of three feet is 60 dBA, which is equivalent to 44 dBA at 20 feet, and a raised voice at a distance of three feet is 66 dBA, which is equivalent to 50 dBA at 20 feet (Engineering ToolBox 2005). Although the increase in pedestrians with raised voices would increase the ambient noise, speech from conversations would quickly dissipate and would not interfere with surrounding outdoor activities and noise-sensitive uses. In addition, as shown in Table 4.9-7 below, the decrease in traffic noise on Main Street nearest to the proposed closure (Main Street west of Ash Street) would be nearly 5 dBA CNEL; this traffic noise decrease would be even greater at locations where Main Street would be closed. While additional pedestrian noise would contribute to the ambient noise where traffic has been removed, the increase in ambient noise would not be of the same intensity as the noise previously generated by vehicles traversing the project site during open-street conditions. Therefore, outdoor noise impacts from the project would be less than significant.

TRAFFIC NOISE

The project would result in an increase in traffic on nearby roadways due to redistributed traffic from the closed portions of Main Street and California Street. The increases in traffic noise caused by this redistribution are shown in Table 4.9-7. As shown therein, the project would increase traffic noise up to 1.6 dBA CNEL along Santa Clara Street west of Palm Street.

According to Figure 7-3 in the City of Ventura General Plan (2005), Main Street falls within a 60 dBA CNEL noise contour, establishing a threshold of a 5 dBA CNEL increase in traffic noise based on Federal Aviation Administration guidelines (Federal Interagency Committee on Noise 2020). However, given the lack of specific noise level data from the 2020 historical environmental baseline and the outdated nature of the City's 2005 noise contour information, it is reasonable to assume that ambient noise levels in 2020 were higher than the 60 dBA CNEL indicated in the Ventura General Plan. The nearest ambient noise measurement, taken in 2023, recorded 62 dBA L_{eq} , which would result in a more stringent threshold of 3 dBA CNEL. This lower threshold, based on recent ambient noise data, is employed in this analysis to ensure a more conservative and accurate assessment.

As shown in Table 4.9-7, increases in traffic on nearby roadways would be up to 1.6 dBA CNEL, which would not exceed the 3 dBA CNEL threshold (Federal Interagency Committee on Noise 2020). Although the project would increase traffic noise on Santa Clara Street near Palm Street by 1.6 dBA CNEL, increases in project traffic noise would be less than 1.5 dBA CNEL (the most stringent potential threshold) along all other roadway study segments. Therefore, project traffic noise impacts would be less than significant.

Table 4.9-7 Traffic Noise Level Increases for Roadways in Project Area

Roadway Segment	Baseline ¹ (ADT)	Project ² (ADT)	Project Noise Increase (dBA CNEL)
Poli Street w/o Oak Street	8,300	9,500	0.6
Poli Street w/o Chestnut Street	7,900	10,400	1.2
Poli Street e/o Ann Street	5,200	5,800	0.5
Main Street w/o Ash Street	8,200	2,700	-4.8
Santa Clara Street w/o Palm Street	4,200	6,100	1.6
Santa Clara Street w/o Ash Street	3,200	3,700	0.6

Roadway Segment	Baseline ¹ (ADT)	Project ² (ADT)	Project Noise Increase (dBA CNEL)
Santa Clara Street w/o Ann Street	2,700	3,000	0.5
Ventura Avenue s/o Santa Clara Street	11,700	11,700	0.0
California Street s/o Santa Clara Street	8,000	3,350	-3.8
Kalorama Street s/o Poli Street	3,150	3,150	0.0

ADT = average daily traffic; w/o = west of; e/o = east of; n/o = north of; s/o = south of; the estimated project traffic noise increase is based on the following formula: $10 \times \log(\text{future traffic volume} / \text{existing traffic volume})$.

¹ Baseline ADT is from 2020 conditions, prior to the closure of Main Street and California Street.

² Project ADT is based on the true existing conditions with Main Street and California Street closed, reflecting the project's operational conditions.

Stantec 2024

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Impact NOI-2 PROJECT CONSTRUCTION WOULD INTERMITTENTLY GENERATE GROUNDBORNE VIBRATION WHICH MAY AFFECT SENSITIVE RECEPTORS NEAR THE PROJECT SITE BUT WOULD NOT CREATE EXCESSIVE LEVELS OF VIBRATION THAT COULD CAUSE STRUCTURAL DAMAGE AT NEARBY SENSITIVE RESIDENTIAL, HOTEL OR HISTORICAL RESOURCE RECEPTORS, OR INTERFERE WITH OPERATION OF THE SENSITIVE RECEPTORS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be required for implementation of the proposed project. The greatest anticipated source of vibration during general project construction activities would be from an auger drill rig, which may be used at a distance as close as 25 feet from the nearest bollard construction activity to the nearest off-site building. An auger drill rig would create approximately 0.089 in/sec PPV at 25 feet (FTA 2018). This level of vibration is well below the threshold for potential damage to nearby structures: 0.12 in/sec PPV for the San Buenaventura Mission, which is highly susceptible to vibration damage; 0.2 in/sec PPV for the non-engineered timber and masonry single-family residential buildings north of the project site; and 0.3 in/sec PPV for the engineered concrete and masonry commercial building north and south of the project site. Impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 3: 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?

Impact NOI-3 THE PROJECT SITE IS NOT LOCATED WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, NOR IS THE PROJECT LOCATED WITHIN THE NOISE CONTOURS IDENTIFIED IN AN AIRPORT LAND USE PLAN. THEREFORE, THE PROPOSED PROJECT WOULD NOT BE EXPOSED TO EXCESSIVE NOISE LEVELS FROM AIRCRAFT OPERATIONS. NO IMPACT WOULD OCCUR.

The nearest aircraft facility is the Oxnard Airport, which is located approximately 6.8-miles southeast of the project site. Furthermore, according to the most recent Airport Comprehensive Land Use Plan Update for Ventura County, the project site is located outside the airport noise contours for Oxnard Airport (Ventura County Airport Land Use Commission 2000). There are no private airstrips near the project site. Therefore, the project would not expose people residing or working in the plan area to excessive noise levels. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

4.9.4 Cumulative Impacts

The geographic scope for cumulative noise impacts is the downtown Ventura area, as noise attenuates rapidly when it travels from the source to the receiver. A cumulative assessment of noise and vibration considers development of the proposed project in combination with ambient growth and other past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, within the vicinity of the project site. As discussed in Chapter 3, *Environmental Setting*, cumulative development in, or near the project site would include residential, commercial, and office uses. Each proposed development would generate temporary noise and vibration impacts during construction, the nature of which would be similar to the project (i.e., construction noise generated during bollard construction) or more intensive (building demolition and grading that may occur on larger projects). Construction schedules for some of the cumulative projects considered may align with the project. However, construction noise and vibration are localized impacts that rapidly attenuate as distance from the source increases, especially within an urban environment. In addition, each individual project would need to comply with city standards regarding construction noise. Therefore, cumulative impacts related to construction noise would be less than significant.

Cumulative development would result in an increase in operational noise in the project vicinity. As part of the development review process, cumulative projects would be required to complete project- and site-specific noise assessments for operational impacts in accordance with the SBMC and mitigate each project accordingly. Nonetheless, past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, could result in substantial noise impacts given the amount of cumulative development currently proposed in the downtown Ventura area. The primary noise sources associated with project operation would be from pedestrians' speech conversations and redistributed traffic on nearby roadways. As speech from conversations would quickly dissipate, pedestrian conversational noise would not contribute to the ambient noise levels

outside of the project site and would therefore not contribute considerably to a potentially significant cumulative noise impact. Furthermore, traffic noise within the project site would be reduced due to the roadway closure. Although redistributed vehicular trips would increase traffic noise on roadways adjacent to the project site, the change in the location of traffic noise generation would not contribute to an overall increase in traffic noise within the downtown Ventura area. As such, the project would not result in additional traffic noise that would contribute considerably to a potentially significant cumulative noise impact.

The project would have no impact related to vibration during operation, nor is the project site located within 2 miles of a public airport or within the noise contours identified in an airport land use plan. Therefore, the project cannot contribute to a cumulative impact related to vibration or excessive noise levels from aircraft operations.

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4.10 Public Services

4.10.1 Setting

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020 as the basis for analysis and impact determination. For the purpose of this public services impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Ventura City Fire Department

The Ventura City Fire Department (VCFD) provides fire, rescue, and emergency medical services to the city of Ventura. The VCFD reviews site plans, construction plans, and architectural plans for new development prior to occupancy to ensure the required fire protection safety features, including building sprinklers and emergency access, are implemented. Emergency vehicle access is among the required fire protection safety measures VCFD enforces. Pursuant to the California Code of Regulations (CCR), roads from every building to a public street shall be unobstructed, all-weather hard-surfaced (suitable for use by fire apparatus), and not less than 20 feet in width (Title 19, CCR, Part 1). VCFD operates the Ventura City Fire Headquarters and six fire stations throughout the city. The closest VCFD station to the project site is Fire Station No. 2, located approximately 1.4 miles east of the project site's eastern terminus. VCFD headquarters and station locations in Ventura are shown in Figure 4.10-1. Each station is staffed with an engine company and a minimum of three firefighter-paramedics on duty at all times. Each engine company consists of a captain, engineer, and one firefighter-paramedic. Station No. 6 houses the department's hazardous materials unit. VCFD strives to maintain a response time of approximately five minutes (VCFD 2021).

c. Ventura Police Department

The Ventura Police Department (VPD) provides police protection services to the city of Ventura. As historical baseline data for VPD service is not available, current (2023) VPD service data is provided for informational purposes. In 2023, VPD's staff consisted of approximately 140 sworn police officers, 49 full-time and 23 part-time professional staff members, and 36 volunteers. VPD operates one police station, shown in Figure 4.10-1. The closest police station to the project site is located approximately four miles southeast of the project site.

In 2023, VPD received approximately 84,500 calls for service, nearly 50,000 of which were 911 calls and 1,128 of which were emergency calls. VPD's average response times are 4 minutes and 12 seconds for emergency calls; 8 minutes and 42 seconds for urgent calls; and 31 minutes and 43 seconds for disturbance/non-urgent calls (VPD 2023).

Figure 4.10-1 Fire and Police Station Locations



Imagery provided by Microsoft Bing and its licensors © 2024.

22-13742 EPS
Fig 4.11-1 Fire and Police Stations

d. Ventura Unified School District

The Ventura Unified School District (VUSD) provides public education services to the northern portion of Ventura County, including the city of Ventura. During the 2019-2020 school year, VUSD had an overall enrollment of 16,236 students (California Department of Education 2020). VUSD operates 14 elementary schools (grades K-5); four middle schools (grades 6-8); four K-8 schools (grades K-8); and five high schools (grades 9-12) (VUSD 2024). The closest VUSD schools to the project site are Lincoln Elementary School, located approximately 0.5-mile east of the project site's eastern terminus; Cabrillo Middle School, located approximately 0.6-mile southeast of the project site's eastern terminus; and Ventura High School, located approximately 1.3-miles east of the project site's eastern terminus (VUSD 2024).

e. City of Ventura Parks Division

The Ventura Parks Division manages park and recreation facilities in the city. The Parks Division maintains 46 traditional parks and several neighborhood, pocket, and linear parks, totaling over 800 acres of parkland in the city. Ventura Parks Division defines parks in the following categories:

- **Neighborhood Parks** are typically less than eight acres each and primarily serve specific residential areas.
- **Community Parks** are designed to offer specialized opportunities and facilities to residents of more than one neighborhood. Amenities in community parks may include athletic fields, courts, recreation buildings, play structures, or picnic areas.
- **Citywide Parks** feature recreational opportunities that draw a wide range of age and interest groups from throughout the city. Citywide parks may include large open spaces, unique natural resources, cultural amenities, and trails.
- **Linear Parks** are a network of linear recreational areas and picnic areas, typically along riverbanks and barrancas.

The City's parkland acreage goals from the City of Ventura General Plan (2005) are shown in Table 4.10-1.

Table 4.10-1 City of Ventura Park Acreage Goals

Park Type	Park Acreage Goal (acres per 1,000 people)
Neighborhood	2
Community	3
Citywide	5
Source: City of Ventura 2005	

The nearest park to the project site is Mission Park, located adjacent to the western terminus of the project site (City of Ventura 2024).

f. Ventura County Library

The Ventura County Library system provides library services to the city of Ventura. The County Library system operates 13 library branches and one mobile library. Three library branches are located within the city of Ventura. The closest library branch to the project site is the E.P. Foster

Library, located adjacent to the project site northwest of Main Street and Fir Street (Ventura County Library 2024).

4.10.2 Regulatory Setting

a. State Regulations

California Code of Regulations, Title 19, Part 1

The General Fire and Panic Safety Standards, contained in Part 1 of CCR, Title 19, regulates emergency access, building capacities and evacuation standards, and emergency planning and information. Section 3.05 of Part 1, Article 3 requires access roads from every building to a public street to be unobstructed, all-weather hard-surfaced, and suitable for use by fire apparatus. Rights-of-way shall not be less than 20 feet in width for fire apparatus access.

Fire Code is updated and published every three years by the California Building Standards Commission.

California Constitution Article XIII, Section 35

Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50 percent sales tax to be expended exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police protection, as well as other public safety services. Section 35 at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." In *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.

California Senate Bill 50

California Senate Bill (SB) 50 (funded by Proposition 1A, approved in 1998) limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development, and provides instead for a standardized developer fee. SB 50 generally provides for a 50/50 State and local school facilities funding match. SB 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available, whether the school district is eligible for State funding, and whether the school district meets certain additional criteria involving bonding capacity, year-round school, and the percentage of moveable classrooms in use. California Government Code sections 65995-65998 sets forth provisions to implement SB 50. Specifically, in accordance with section 65995(h), the payment of statutory fees is "deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities."

The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

California Government Code Section 65995(b) (Title 7, Chapter 4.9) and Education Code Section 17620

California Government Code Section 65995 authorizes school districts to collect impact fees from developers of new residential and commercial/industrial building space. Section 65995 was established under the School Facilities Act of 1986 and refined and amended by the SB 50 to provide further guidance and restrictions on fee limits and fee types. The maximum fees authorized under SB 50 apply to zone changes, General Plan amendments, zoning permits, and subdivisions.

Quimby Act (California Government Code Section 66477)

The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring developers to set aside land, donate conservation easements, or pay fees towards parkland when property is subdivided.

b. Local Regulations

San Buenaventura Municipal Code Section 12.115.010

San Buenaventura Municipal Code (SBMC) Section 12.115.010 adopts the 2022 Edition of the California Building Code, and incorporates local amendments proposed by the City. Local amendments include, but are not limited to, emergency access, construction and renovation requirements, and operational permit requirements.

City of Ventura General Plan

The City of Ventura General Plan (2005) outlines the City's plan to guide future development and land use. Primary objectives of the Ventura General Plan include managing growth, facilitating a well-planned community, encouraging connections within the community, and building on existing cultural, natural, and economic resources (City of Ventura 2005). The Ventura General Plan includes several policies and actions related public services, listed below:

Policy 6A: Expand the park and trail network to link shoreline, hillside, and watershed areas.

Action 6.1: Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development.

Policy 7A: Encourage wellness through care and prevention.

Action 7.8: To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.

Policy 7C: Optimize firefighting and emergency response capabilities.

Action 7.12: Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance.

Policy 7D: Improve community safety through enhanced police service.

Action 7.1: Increase public access to police services by increasing police staffing to coincide with increasing population, development, and calls for service.

Action 7.17: Establish a nexus between police department resources and increased demands associated with new development.

Action 7.19: Expand Police Department headquarters as necessary to accommodate staff growth.

4.10.3 Impact Analysis

a. Methodology and Significance Thresholds

According to Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, impacts related to public services would be significant if the proposed project would:

1. 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 objectives for any of the public services:
 - a. Fire protection;
 - b. Police protection;
 - c. Schools;
 - d. Parks; or
 - e. Other public facilities.

In terms of Threshold 1e regarding impacts to “other public facilities,” such facilities include libraries and other public utility infrastructure. Impacts related to libraries are discussed in this section under Impact PS-4. Impacts related to public stormwater facilities are addressed in Section 4.14, *Effects Found Not to be Significant*, and impacts related to public wastewater, water, and solid waste facilities are discussed in Section 4.13, *Utilities and Service Systems*.

b. Impacts and Mitigation Measures

Threshold 1a:	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?
Threshold 1b:	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-1 THE PROJECT WOULD NOT RESULT IN THE NEED FOR NEW OR PHYSICALLY ALTERED FIRE OR POLICE PROTECTION FACILITIES IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The project does not include the addition of new fire or police facilities, nor does it introduce new residents or businesses that could increase demand for emergency services. As discussed in Section 4.14.6, *Population and Housing*, the project would not result in a population increase or change in land use that would necessitate an expansion of public safety services. Therefore, the service ratios and performance objectives for fire and police protection would remain consistent with baseline conditions, without the need for new or physically altered facilities.

The project would consist of the full-time, long-term closure of a portion of East Main Street and California Street within the service areas of both the VCFD and VPD. To facilitate closure of the roadway to vehicular traffic, the project would involve the installation of up to 69 semi-permanent bollards, 20 crash-rated planters, and 43 bollard storage sleeves at various intersections along Main Street and California Street. Planters would not be removable; however, planters would be located at the corners of closed intersections while removable bollards would be located in the middle of roadways. Accordingly, planters would not be located in intersections such that they would inhibit fire or police vehicle access.

As discussed in Section 4.7, *Hazards and Hazardous Materials*, bollards located in the middle portion of the streets and intersections would be hand-operated lift assist models, which would allow emergency responders to unlock the bollards with a key and quickly retract the telescoping bollards into the ground. These lift assist models have a lifting mechanism that reduces the weight of the bollard to approximately 44 pounds, and the bollards could be retracted by one person. The lift assist bollards would be spaced with enough separation to allow for 15 feet of overall clearance when retracted to allow for vehicular access. Bollards located along the edges of the roadways would be manually removable and would require two people to physically remove each bollard, as each bollard would be approximately 161 pounds. These bollards would be lifted out of their sleeves and would be placed in storage sleeves near the sidewalk when not in use. These bollards would be located with four feet of spacing from center to allow for additional vehicular access when needed (Deborah Jewell 2024). Up to two lift assist bollards would need to be removed from the middle portion of the roadway to allow for police vehicle access, and up to three bollards would need to be removed for fire apparatus access.

Both bollard designs would allow emergency responders to remove bollards for emergency access to the project site. The time required to remove bollards would affect the response times of VCFD and VPD; however, this increase in response time would not result in the need for new or physically altered fire and police protection facilities. Both VCFD and VPD have been involved in planning efforts for the proposed project and are aware that the project may result in a slight delay in response times to the project site. However, VCFD acknowledge that bollards are commonly used throughout the city, and the installation of bollards due to the proposed project would not require additional fire or police stations, or additional fire apparatus or police vehicles (Brett Reed 2024).

Furthermore, crime data provided by VPD was used to assess the potential for crime rates to increase within the project site, which could result in the need for increased police presence requiring new or expanded police facilities (**Appendix E**). Specifically, the crime data show the following monthly averages of reported criminal activity:

- 7.58 occurrences in 2019 (open-road conditions)
- 4.50 occurrences in 2020 (closed-road conditions)
- 4.25 occurrences in 2021 (closed-road conditions)
- 5.92 occurrences in 2022 (closed-road conditions)
- 5.17 occurrences in 2023 (closed-road conditions)
- 5.23 occurrences between January and August of 2024 (closed-road conditions)

Overall, the data suggest that criminal activity has decreased within the project site since the temporary roadway closure in 2020. As the project site has exhibited a decrease in reported criminal activity during temporary closed-road conditions, it can be determined that the full-time, long-term closure of Main Street and California Street would not contribute to an increase in crime within or adjacent to the project requiring new or expanded police facilities.

The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire or police facilities. The design features incorporated into the project, such as the removable bollards, ensure that emergency response capabilities are maintained. The lack of new residents or businesses, and the reduction in crime rates during closed-road conditions, suggests that service demands would not increase. Therefore, the project would not necessitate new or physically altered fire or police facilities to maintain acceptable service levels, and impacts would be less than significant.

Mitigation Measures

No mitigation required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 1c: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Impact PS-2 THE PROJECT WOULD NOT RESULT IN THE NEED FOR NEW OR PHYSICALLY ALTERED SCHOOLS IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS OR OTHER PERFORMANCE OBJECTIVES. NO IMPACT WOULD OCCUR.

The project would not involve the provision of new or physically altered schools. As discussed in Section 4.14.6, *Population and Housing*, the project would not introduce new residents or businesses to the project site. Accordingly, the project would not result in a change in population that would alter the existing student population of the VUSD. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools in order to maintain acceptable service ratios or other performance objectives. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

Threshold 1d: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Impact PS-3 THE PROJECT WOULD NOT RESULT IN THE NEED FOR NEW OR PHYSICALLY ALTERED PARKS IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS OR OTHER PERFORMANCE OBJECTIVES. NO IMPACT WOULD OCCUR.

The project would not involve the provision of new or physically altered parks. As discussed in Section 4.14.6, *Population and Housing*, the project would not introduce new residents or businesses to the project site. Accordingly, the project would not result in a change in population that would affect the City's ability to meet their park acreage goals shown in Table 4.10-1. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks in order to maintain acceptable service ratios or other performance objectives. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

Threshold 1e: Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-4 THE PROJECT WOULD NOT RESULT IN THE NEED FOR NEW OR PHYSICALLY ALTERED LIBRARIES IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS OR OTHER PERFORMANCE OBJECTIVES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The project would not involve the provision of new or physically altered libraries. The E.P. Foster Library is located along Main Street, east of Chestnut Street and west of Fir Street, and abuts the project site. Implementation of the project would eliminate vehicle access and parking at the front entrance of the library; however, the library has an existing parking lot at the rear of the building, which is accessible via Chestnut Street, Poli Street, and Fir Street. The rear parking lot would remain accessible with implementation of the project, and similar to historical baseline conditions, library visitors would be able to use the Americans with Disabilities Act-compliant sidewalk to travel from the rear parking lot to the library entrance on East Main Street. Therefore, the project would not eliminate public access to the E.P. Foster Library, nor would the project require new or physically altered parking or library access.

As discussed in Section 4.14.6, *Population and Housing*, the project would not introduce new residents or businesses to the project site. Accordingly, the project would not result in a change in population that would affect the City's ability to meet their performance objectives. Therefore, the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered libraries, or the need for new or physically altered libraries in order to maintain acceptable service ratios or other performance objectives. Impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.10.4 Cumulative Impacts

The geographic scope for cumulative impacts to public services is the service area of VCFD, VPD, VUSD, City of Ventura Parks Division, and the Ventura County Library system. This geographic scope is appropriate because the project is located within the service areas of these public services, and cumulative development within these service areas would most affect the service providers' ability to maintain acceptable service ratios or other performance objectives. For this analysis, a cumulative impact would occur if growth in the service area would require physical expansion of public service facilities such as construction of new fire, police, schools, parks, and libraries that would result in adverse physical impacts.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 and other cumulative growth in the geographic scope defined above, would have the potential to result in a cumulative impact to police and fire protection services. Cumulative development would

facilitate population growth in the VPD and VFD service areas, which could result in the need for new or physically altered police and fire protection facilities to maintain acceptable service ratios or other performance objectives. This would be a potentially significant cumulative impact. As described under Impact PS-1 above, the project would not facilitate population growth and would not generate additional demand for police protection facilities. Therefore, the project would not have a considerable contribution to cumulative impacts related to the need for police and fire protection facilities.

Past, present, and reasonably foreseeable future projects would have the potential to result in a cumulative impact to school services. Cumulative development would facilitate population growth in the VUSD service area, which would result in an increase in the student population of the VUSD. However, under SB 50 and California Government Code Section 65995(h), the required payment of statutory developer fees for all cumulative development would fully mitigate the impacts associated with the planning, use, or development of school facilities to support this increase in the student population. As such, cumulative impacts related to school services and facilities would be less than significant.

Past, present, and reasonably foreseeable future projects would have the potential to result in a cumulative impact to parks. Cumulative development would facilitate population growth in the city, which could result in an increase in demand for park facilities operated and maintained by the City of Ventura Parks Division, requiring new or physically altered parks to maintain the City's park acreage goals. This would be a potentially significant cumulative impact. However, the project would not facilitate population growth that would contribute to the additional demand for park facilities. Therefore, the project would not have a considerable contribution to cumulative impacts related to the need for additional park facilities.

Past, present, and reasonably foreseeable future projects would have the potential to result in a cumulative impact to libraries. Cumulative development would facilitate population growth in the city, which could result in an increase in demand for library services. The Ventura County Library system operates three existing library branches in the city of Ventura, including the E.P. Foster Library on East Main Street. Cumulative development would not result in population growth such that additional demand for library services would require new or physically altered facilities to maintain performance objectives. As such, cumulative impacts related to library facilities would be less than significant.

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4.11 Transportation

4.11.1 Setting

The transportation system in the city of Ventura consists of roadways, pedestrian facilities, bicycle facilities, and public transit. The transportation system provides for the movement of goods as well as the movement of people. Each component of the transportation system is described below.

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020, as the basis for analysis and impact determination. For the purposes of this transportation impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place. However, these environmental baseline conditions are not the same as the true existing conditions in the project site on the date the Notice of Preparation was published (June 21, 2024). Currently, only pedestrian activity is allowed within the project site, and temporary barricades (also called meridians) are in place to restrict vehicular access. North-south vehicle traffic is permitted across Main Street at Palm Street, Oak Street, and Chestnut Street. Traffic signals at these roadways are set to red flash, thus operating as an all-way stop control for vehicles and pedestrians at these intersections. One transit route (specifically Gold Coast Transit District [GCTD] Route 6) has been rerouted around the project site, and in June 2023, Ventura City Council adopted an ordinance amending San Buenaventura Municipal Code (SBMC) Chapter 16.350 to close the project site to bicycle and other person-powered vehicle traffic to improve pedestrian safety.

b. Roadway System

The project site is served by local thoroughfares, collectors, and arterial roadways, as classified in the City of Ventura General Plan (2005). Regional access to the project site is provided by U.S. Highway 101 (Ventura Freeway), State Route (SR)-1, SR-33 (Ojai Freeway), and SR-126. Main Street is designated as a collector roadway,¹ as are the following surrounding roadways adjacent to the project site (City of Ventura 2005).

- Poli Street
- Santa Clara Street
- North Ventura Avenue
- Oak Street
- Chestnut Street

c. Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting and benches. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the city of Ventura; however, sidewalk gaps, obstacles, and barriers can be found along some of the

¹ Collectors serve as links between local thoroughfares and may front residential and neighborhood-serving commercial uses (City of Ventura 2005).

roadways connecting to the project site. Under historical baseline conditions, Main Street and California Street provided pedestrian access via sidewalks on both sides of the street.

d. Bicycle Facilities

The *Highway Design Manual* (California Department of Transportation [Caltrans] 2019) classifies bikeways into four categories.

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Near the project site, Class IV facilities are located along the Pacific Coast Route, a separated bikeway that extends along the Ventura River and the city's boundary with the Pacific Ocean. Class II bike lanes are located along Poli Street and Santa Clara Street. Under historical baseline conditions, Main Street, including the portion within the project site, was a designated Class III bike route (City of Ventura 2024).

e. Transit System

Gold Coast Transit District

GCTD provides fixed-route bus service to the cities of Ventura, Ojai, Oxnard, and Port Hueneme, as well as unincorporated areas of Ventura County (GCTD 2024). The city of Ventura and the project site are served by two GCTD routes:

- **Route 6: Oxnard – Ventura** originates at the Oxnard Transit Center and makes 10 stops between Oxnard and Ventura before terminating at Willet Street in Ventura. The closest stop on Route 6 to the project site is Stop 9, located at the intersection of Main Street and Ventura Avenue near the western terminus of the project site, where passengers would also be able to access Route 16. Under historical baseline conditions, Route 6 traveled east-west on Main Street between Stop 8, located at the intersection of Main Street and Seaward Avenue, and Stop 9. Route 6 has 20-to-30-minute headways and is operated from approximately 5:00 a.m. to 10:00 p.m. daily (GCTD 2024).
- **Route 16: Downtown Ojai – Pacific View Mall** originates at the Ventura Transit Center and makes seven stops between Ventura and Ojai before terminating at a park-and-ride facility in Ojai. The closest stop on Route 16 to the project site is Stop 3, located at the intersection of Main Street and Ventura Avenue near the western terminus of the project site, where passengers would also be able to access Route 6. Route 16 has 60-minute headways and is operated from approximately 5:00 a.m. to 9:00 p.m. on weekdays and 7:00 a.m. to 9:00 p.m. on weekends (GCTD 2024).

Ventura County Transportation Commission

The Ventura County Transportation Commission (VCTC) operates six intercity commuter bus services throughout Ventura County. The project site is served by VCTC's Coastal Express bus service, which has multiple routes. The Coastal Express originates at the Camarillo Metrolink station and makes five to nine stops, depending on the route, before terminating at either the University of California, Santa Barbara Bus Loop in Goleta, Cottage Hospital in Santa Barbara, or the Santa Barbara Transit Center in Santa Barbara. The Coastal Express route includes one stop at the intersection of U.S. Highway 101 (Ventura Freeway) and SR-33 (Ojai Freeway), approximately 0.5-mile west of the project site. Various Coastal Express Routes make five stops in the morning, between 6:30 a.m. and 10:00 a.m., and three stops in the evening, between 2:30 p.m. and 6:00 p.m., at this location (VCTC 2024).

Amtrak

Amtrak provides national and regional rail service to the city of Ventura. The Ventura Amtrak Station is located approximately 0.25-mile south of the project site's western terminus along Harbor Boulevard. The Ventura Amtrak Station is served by the Pacific Surfliner route, which travels between San Diego, Orange County, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo (Amtrak 2024). The Pacific Surfliner route also provides passengers with a connecting service to the Metrolink system.

4.11.2 Regulatory Setting

a. State Regulations

California Department of Transportation

Caltrans is the owner and operator of the state highway system, which includes facilities in the city of Ventura and around the project site. In its *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (2020), Caltrans developed an approach for evaluating the transportation impacts of land use projects and plans on State highway facilities; this document does not address the impacts of transportation projects (Caltrans 2020). In accordance with current California Environmental Quality Act (CEQA) requirements, the *Transportation Impact Study Guide* does not consider vehicular delay or congestion in its evaluation of transportation impacts, instead focusing on vehicle miles traveled (VMT). The purposes of the *Transportation Impact Study Guide* include providing guidance to lead agencies regarding when they should analyze potential impacts to the state highway system; to aid Caltrans staff in reviewing projects; and to ensure consistency in the assessment of impacts and identification of non-capacity increasing mitigation measures.

California Senate Bill 743

Senate Bill (SB) 743 (2013) changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see California Public Resources Code, Section 21099(b)(2) ["Automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA]"].)

Under SB 743, the Governor's Office of Planning and Research (OPR) established VMT as the most appropriate metric to determine the significance of transportation impacts in place of vehicle level

of service (LOS) or related measures thereof. The use of VMT for determining significance of transportation impacts has become commonplace since the certification of this provision and the release of the OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* in December 2018 and, as of July 1, 2020, is the required metric statewide (OPR 2018). Furthermore, under SB 743, parking impacts are no longer considered significant impacts on the environment.

b. Regional Regulations

Connect SoCal 2024

The most recent Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted by the Southern California Association of Governments (SCAG) Regional Council in April 2024 and is known as Connect SoCal 2024. Connect SoCal 2024 is a long-range transportation plan that is developed and updated by SCAG every four years. As the planning authority for six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) as well as 189 cities, SCAG is the lead agency in facilitating the development of the RTP/SCS to provide a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, Connect SoCal 2024 considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. Compared to previous RTPs, Connect SoCal 2024 places a greater emphasis on sustainability and integrated planning and includes a strong commitment to reduce emissions from transportation sources to comply with California SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act.

c. Local Regulations

Ventura County Congestion Management Plan

VCTC most recently updated the Ventura County Congestion Management Plan (CMP) in 2009. The CMP is intended to meet the requirements of the federal congestion management process described under Title 23 of the Code of Federal Regulations (CFR) Part 450.320. While the CMP includes additional performance measures intended to improve monitoring and the multimodal transportation system, the CMP also creates a framework and structure within which counties can establish their own specific policies and programs. Trips associated with construction, rehabilitation, and maintenance activities are excluded when determining the level of operations for all CMP roadways.

City of Ventura General Plan

The City of Ventura General Plan (2005) describes the existing circulation system for all modes of transportation and provides a long-range vision for transportation improvements and new facilities. The Circulation Element includes the following policies and actions relevant to the project:

Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.

Action 4.1: Direct city transportation investment to efforts that improve user safety and keep the circulation system structurally sound and adequately maintained. First priority for capital funding will go to our pavement management program to return Ventura streets to excellent condition.

Action 4.3: Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.

Action 4.5: Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.

Action 4.10: Modify traffic signal timing to ensure safety and minimize delay for all users.

Action 4.12: Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.

Policy 4B: Help reduce dependence on the automobile.

Action 4.16: Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.

City of Ventura Downtown Specific Plan

The City adopted the *Downtown Specific Plan* (DTSP) in March 2007. The DTSP area, which includes the entire project site, is generally bounded by SR-33 to the west; the fairgrounds, U.S. Highway 101 (Ventura Freeway), and Harbor Boulevard to the south; various residential and commercial roadways to the east; and Buena Vista Street to the north. The vision statement of the DTSP is to emphasize Ventura's history, culture, and unique character, to sustain the downtown as the city's center for civic and artistic life, and to make downtown a preferred location for retail and office commerce. The DTSP includes the following mobility and parking policies and actions relevant to the project:

Goal 6: Create an integrated transportation system that effectively serves the Downtown area, making Downtown a place where people prefer to walk, bike or ride public transit rather than drive a car.

Policy 6A: Provide access to and around the Downtown through a variety of options, emphasizing rail, buses, bikes and walking.

Action 6.6: Evaluate the feasibility of rerouting larger SCAT [GCTD] buses off of Main Street. Encourage local transit with smaller vehicles on Main Street and express service on Thompson Boulevard.

Policy 6B: Reconnect Downtown with the beach for all forms of circulation, especially pedestrian, prioritizing the California Street bridge over Highway 101 as the focal point for re-establishing this connection. Other secondary connections shall be reinforced on Figueroa Street, San Jon Road, the Ash Street bridge, and through the pedestrian tunnel under the freeway at Ventura Avenue.

Action 6.12: Improve pedestrian safety at crosswalks along Main and California with additional pedestrian scale lighting, in-ground lighting and bulb-outs. Modify traffic signals on California Street to eliminate pedestrian push buttons, facilitating pedestrian movement.

Policy 6C: While promoting alternative resident and visitor transportation modes, maintain adequate vehicle movement for commercial use and public safety.

Action 6.13: Continue to evaluate traffic impacts to ensure that the principal Downtown intersections (see Figure I-5) generally operate at level of service (LOS) “D” or better. LOS “E” at peak times is acceptable in the Downtown Urban Core.

Action 6.15: Require on-street commercial truck loading occur before 11 AM to ensure daytime parking remains available for business patrons and to facilitate pedestrian movement. As necessary, provide adequate truck parking and loading areas elsewhere to reduce loading activity interference with traffic flow or disruption of the general pedestrian ambience.

Policy 6D: Maintain all streets at their current number of lanes, or fewer. Allow minor widening of right-of-way only to facilitate pedestrian and other non-auto-oriented mobility efforts.

Goal 7: Efficiently manage supply and demand for Downtown parking to accommodate visitor, commuter, and resident parking needs.

Policy 7A: Manage parking to meet demand in the Downtown through a variety of measures including pricing, parking meters, public parking structures and revised parking standards.

Action 7.1: Implement the Downtown Parking Management Program (DPMP) described in Chapter V. The DPMP includes strategies to manage both parking supply and demand and includes timeframes for implementation.

Policy 7B: Take advantage of opportunities to consolidate parking into centralized structures and convert some Downtown surface lots (including the many small, inefficient and scattered private lots) into new uses that benefit the community.

Action 7.2: Implement a program to maximize efficient use of existing parking lots and the Santa Clara Street parking structure. Such a program should initially consider improved signage and visibility, including signs that can direct overflow vehicles to alternative locations when lots are full. In part, this will be achieved through the Wayfinding signage program.

Action 7.3: Develop a strategy and identify funding to convert under-used surface lots to new uses such as retail, commercial or residences.

4.11.3 Impact Analysis

a. Methodology and Significance Thresholds

CEQA Guidelines Section 15064.3 establishes that VMT is the most appropriate metric for the analysis of transportation impacts under CEQA. The City of Ventura has not established its own VMT thresholds, and instead uses the methodology recommended by OPR in its 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR 2018). According to OPR, transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation (OPR 2018). The city of Ventura and the project site are within the jurisdiction of VCTC, which also uses the methodology recommended by OPR. The impact analysis contained herein is based on the Main Street Moves CEQA Review Memorandum, prepared by the City of Ventura Public Works Department (**Appendix C**).

In accordance with Appendix G of the *CEQA Guidelines*, the project would be considered to have a significant transportation impact if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
2. Conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b);
3. Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
4. Result in inadequate emergency access.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact TRA-1 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE CITY OF VENTURA GENERAL PLAN (2005) OR THE VENTURA DOWNTOWN SPECIFIC PLAN POLICIES PERTAINING TO TRANSIT, ROADWAY, BICYCLE, OR PEDESTRIAN FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Transit

Implementation of the proposed project would close a portion of Main Street and California Street to vehicle traffic, including public transit vehicles. Under historical baseline conditions (January 2020), GCTD's Route 6 traveled east-west on Main Street between Stop 8 and Stop 9. The project would require GCTD to permanently reroute Route 6 to Santa Clara Street or another east-west street in the downtown area to avoid the project site. Modifications to Route 6 would be anticipated to maintain the existing Stop 8, at the intersection of Main Street and Seaward Avenue, and the existing Stop 9, at the intersection of Main Street and Ventura Avenue. Therefore, rerouting Route 6 would cause minimal interruptions to transit service, as all bus stops would be maintained and the same downtown areas would be served by and accessible from Route 6.

Route 16 is located south and west of the portion of Main Street that would be closed under the project and would not be affected by the project. Therefore, other GCTD bus routes would not be disrupted by the project. Additionally, the project would not result in a disruption to existing VCTC or Amtrak transit services, nor would the project result in an increase in residents or businesses such that transit ridership would be increased. The project would be consistent with City of Ventura General Plan Action 4.5, which aims to use existing roadways to meet mobility needs, and Ventura DTSP Action 6.6, which encourages rerouting buses off of Main Street (City of Ventura 2005, 2007). Therefore, the project would not conflict with the city's adopted plans and policies as they relate to transit facilities. Impacts related to conflicts with a program, plan, ordinance or policy addressing transit would be less than significant.

Roadways

Project implementation would restrict vehicular access to portions of Main Street and California Street through the installation of semi-permanent removable bollards and planters. East-west traffic would be maintained on Poli Street and Santa Clara Street, and north-south vehicle traffic vehicular traffic would be maintained across Main Street at Palm Street, Oak Street, and Chestnut Street. As the project would convert approximately five blocks of Main Street and California Street to pedestrian-only traffic, it would be consistent with the City of Ventura General Plan Policy 4B, which

aims to reduce dependence on the automobile, and Action 4.16, which seeks to install alternative transportation improvements (City of Ventura 2005). The project would also be consistent with DTSP Policy 6C, which intends to promote alternative transportation modes while maintaining adequate vehicle movement for commercial use and public safety (City of Ventura 2007).

According to the Ventura DTSP, principal downtown intersections should generally operate at LOS D or better, with LOS E at peak times being acceptable in the downtown urban core (City of Ventura 2007). Principal downtown intersections include Olive Street and Main Street; Ventura Avenue and Main Street; Oak Street and Thompson Street; California Street and Thompson Street; and Chestnut Street and Thompson Street. Although these intersections are located outside of the project site within downtown Ventura, the project would require vehicles traveling on Main Street to use adjacent roadways, which could impact the LOS of these principal downtown intersections. However, the DTSP was adopted in 2007, prior to the passage of SB 743 and the establishment of VMT as the appropriate metric for transportation impacts in place of LOS. Pursuant to Section 15064.3 of the *CEQA Guidelines*, a project's effect on automobile delay (which is measured by LOS) shall not constitute a significant environmental impact. Therefore, information about intersection LOS within the DTSP area is not provided, as LOS is no longer considered an environmental impact under CEQA. This approach has been upheld by the Courts, reiterating *CEQA Guidelines* Section 15064.3 that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts," (*Citizens for Positive Growth & Preservation v. City of Sacramento* (2019) 43 Cal.App.5th 609, 625) and finding arguments that an LOS congestion analysis is moot under the new statutory requirements. (*See also, Ocean Street Extension Neighborhood Assn. v. City of Santa Cruz* (2021) 73 Cal.App.5th 985, 1021). Impacts related to conflicts with a program, plan, ordinance or policy addressing roadways would therefore be less than significant.

Bicycle Facilities

Under historical baseline conditions, Main Street, including the portion within the project site, was a designated Class III bike route (City of Ventura 2024). In June 2023, Ventura City Council passed an ordinance which closed the project site to bicycle and other person-powered vehicle traffic to improve safety for pedestrians, who, at that time, could walk freely in the roadway of Main Street. Although the restriction of bicycle traffic was a separate action from the proposed project, it is likely that the City's ordinance would remain in effect if the proposed project is approved. Therefore, the following analysis assumes that the project would be closed to bicycle traffic during project operation, which is a changed condition from the historical baseline. In this scenario, bicyclists would be required to dismount and walk or carry their bicycles when traveling through the project site, ensuring the minimization of conflict with pedestrians throughout the project site and ensuring the minimization of conflict with automobiles at all intersections within the project site.

Furthermore, as discussed a Class III bike route, Main Street does not provide separate bike lanes. However, Santa Clara Street and Poli Street, which run parallel to Main Street, include Class II bike lanes that provide visual separation of areas designated for vehicles and areas designated for bicycles. Cyclists traveling on Main Street could instead divert to the adjacent streets with existing bike lanes, causing a minimal disruption of existing bicycle facilities in the downtown area and resulting in an overall reduction in potential conflicts between bicyclists and vehicles. Therefore, the project would be consistent with the City of Ventura General Plan Policy 4A, which aims to ensure that the transportation system is safe and easily accessible to all travelers, and Action 4.12, which encourages the design of roadway improvements that minimize potential conflict between pedestrians, bicycles, and automobiles (City of Ventura 2005). Impacts related to conflicts with a program, plan, ordinance or policy addressing bicycle facilities would be less than significant.

Pedestrian Facilities

The proposed project would expand opportunities for pedestrian travel in downtown Ventura by making portions of Main Street and California Street accessible to pedestrians only. Because implementation of the project would close the project site to vehicle traffic and allow for pedestrian travel only, the project would reduce the potential for conflict between pedestrians and vehicles. Accordingly, the project would be consistent with applicable policies and actions of the City of Ventura General Plan, including Policy 4A, which aims to ensure that the transportation system is safe and easily accessible to all travelers (City of Ventura 2005). Because the project would allow pedestrian travel only, it would also be consistent with DTSP Policy 6A, which encourages access to and around downtown through a variety of options with an emphasis on walking and other alternative transportation options (City of Ventura 2007). Finally, the project would modify traffic signals along Main Street at the intersections with Chestnut Street, Oak Street, and Palm Street to operate in red-flash and create an all-way stop control for vehicles and pedestrians. This modification aligns with DTSP Action 6.12, which aims to improve pedestrian safety at crosswalks along Main Street and California Street and modify traffic signals on California Street to eliminate pedestrian push buttons, facilitating pedestrian movement (City of Ventura 2007). Therefore, the project would not conflict with the city's adopted plans and policies as they relate to pedestrian facilities. Impacts related to conflicts with a program, plan, ordinance or policy addressing pedestrian facilities would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Impact TRA-2 THE PROJECT WOULD QUALIFY AS AN ACTIVE TRANSPORTATION PROJECT PRESUMED TO CAUSE A LESS THAN SIGNIFICANT IMPACT RELATED TO VMT. THE PROJECT WOULD NOT CONFLICT WITH CEQA GUIDELINES SECTION 15064.3 AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The City uses guidance provided by OPR to evaluate a project's potential impacts related to VMT. OPR guidance states that transit and active transportation projects, including those that improve walking accessibility, generally reduce VMT and can be presumed to cause a less than significant impact to transportation and VMT (OPR 2018). The Main Street Moves project is intended to promote and improve pedestrian access within a five-block portion of Main Street and California Street by restricting vehicular access. Therefore, as discussed in **Appendix C**, the project is presumed to cause a less-than-significant impact related to VMT.

OPR guidance also states projects that reduce the number of vehicle through-lanes do not typically lead to a substantial or measurable increase in vehicle travel, and therefore generally do not require an induced travel analysis. The Main Street Moves project would remove vehicle through-lanes on Main Street and California Street, while continuing to provide for public parking and delivery access to businesses along Main Street via public alleyways along the south side of the properties and various on-street and off-street parking facilities in the downtown area. As the project would reduce

the number of vehicle through-lanes and would not lead to a substantial or measurable increase in vehicle travel, an induced travel analysis was not conducted (**Appendix C**).

Accordingly, the project would not conflict with *CEQA Guidelines* section 15064.3 and impacts would be less than significant.

Mitigation Measures

Impacts would be less than significant.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

Impact TRA-3 THE PROJECT WOULD POTENTIALLY INCREASE HAZARDS DUE TO INCOMPATIBLE USES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH IMPLEMENTATION OF MITIGATION MEASURE TRA-3.

The project would result in the permanent closure of a portion of Main Street and California Street. As shown in Figure 2-3 of Chapter 2, *Project Description*, vehicle access would be prohibited on Main Street between the Figueroa Plaza and Palm Street; between Palm Street and Oak Street; between Oak Street and Chestnut Street; and between Chestnut Street and Fir Street. Closure of these road segments to vehicle traffic would not introduce sharp curves and would not substantially increase hazards due to geometric design features, as vehicles would still be able to travel in the north-south direction across Main Street on Palm Street, Oak Street, Chestnut Street, and Fir Street.

Additionally, the project would not substantially increase hazards due to dangerous intersections. Semi-removable bollards and planters would be located at all intersections on Main Street within the project site, at the edge of the proposed closure areas on both North and South California Street, and at the southern end of Figueroa Plaza to restrict vehicles from entering the project site. The bollards and planters would be rated for vehicle crashes at minimum speeds of 30 to 35 miles per hour, the speed limit of nearby downtown roadways, which would reduce the potential for conflict between pedestrians and vehicles. Additionally, traffic signals along Main Street would be set to permanently operate in red flash mode, indicating a required stop for vehicles traveling north and south across Main Street on Palm Street, Oak Street, Chestnut Street, and Fir Street (**Appendix C**). Due to the installation of bollards and planters along Main Street and the reconfiguration of traffic signals at all intersections within the project site, the project would not substantially increase hazards due to a geometric design feature.

The project would introduce an incompatible use along South California Street, south of the proposed closure. South California Street would be closed to vehicular traffic north of the alleys. U-turns are not currently allowed on California Street, as there is not adequate roadway width, and U-turns are prohibited in all business districts, including the downtown Ventura area, pursuant to Section 22012 of the California Vehicle Code (**Appendix C**). Vehicles traveling north on South California Street would not be able to make a legal U-turn as they approach the bollards and planters at the edge of the proposed closure, creating a potential transportation hazard due to a geometric design feature. Furthermore, although vehicles could use the existing alleyways to exit South California Street, the existing parking on the west side of South California Street would be inaccessible, creating a potential incompatible use of the roadway. As described in **Appendix C**, this

transportation hazard and incompatible use would be potentially significant, and mitigation is required.

Mitigation Measure

TRA -3 CALIFORNIA STREET LANE AND PARKING MODIFICATIONS

Prior to the full-time, long-term closure of California Street and Main Street, the City shall modify the configuration of California Street north of Santa Clara Street and south of the proposed closure to be a one-way roadway with one vehicle lane and one bicycle lane, allowing northbound travel only. The City shall modify the striping on this portion of South California Street to allow for angled parking on either side of the roadway, in one of the following potential configurations:

1. Adding angled parking demarcations to the east side of this portion of South California Street, and re-striping the existing angled parking on the west side of South California Street in the opposite orientation of existing striping. As part of this design option, the City shall install signage specifying only “head-in” parking is allowed on both sides of the roadway.
2. Adding angled parking demarcations to the east side of this portion of South California Street. As part of this design option, the City shall install signage specifying only “head-in” parking is allowed on the east side of the roadway. The City shall also install signage along the existing angled parking on the west side of the roadway specifying only “back-in” parking is allowed in the existing angled parking spaces on the west side of this portion of South California Street.

Significance After Mitigation

Implementation of Mitigation Measure TRA-3 would convert South California Street to one-way northbound traffic only between Santa Clara Street and the proposed closure, eliminating the need for vehicles to make an illegal U-turn. Vehicles would be able to park on California Street in one of the two potential parking orientations or exit California Street via two existing alleyways, allowing for legal and compatible access to the existing on-street parking. With implementation of Mitigation Measure TRA-3, impacts related to hazards due to geometric design features or incompatible uses would be less than significant.

Threshold 4: Would the project result in inadequate emergency access?
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Impact TRA-4 THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The proposed project would result in the full-time, long-term closure of a portion of East Main Street and California Street to vehicular traffic. To facilitate closure of the roadway, the project would involve the installation of up to 69 semi-permanent bollards, 20 crash-rated planters, and 43 bollard storage sleeves at various intersections. Planters would not be removable; however, planters would be located at the corners of closed intersections while removable bollards would be located in the middle of roadways. Accordingly, planters would not be located in intersections such that they would inhibit emergency access.

As discussed in Section 4.7, *Hazards and Hazardous Materials*, and Section 4.10, *Public Services*, bollards located in the middle portion of the streets and intersections would be hand-operated lift assist models, which would allow emergency responders to unlock the bollards with a key and quickly retract the telescoping bollards into the ground. These lift assist models have a lifting mechanism that reduces the weight of the bollard to approximately 44 pounds, and the bollards

could be retracted by one person. The lift assist bollards would be spaced with enough separation to allow for 15 feet of overall clearance when retracted to allow for vehicular access. Bollards located along the edges of the roadways would be manually removable and would require two people to physically remove each bollard, as each bollard would be approximately 161 pounds. These bollards would be lifted out of their sleeves and would be placed in storage sleeves near the sidewalk when not in use. These bollards would be located with four feet of spacing from center to allow for additional vehicular access when needed (Deborah Jewell 2024). Up to two lift assist bollards would need to be removed from the middle portion of the roadway to allow for police vehicle access, and up to three bollards would need to be removed for fire apparatus access. Both bollard designs would allow emergency responders to remove bollards for emergency access to the project site. Additionally, Palm Street, Oak Street, Chestnut Street, and Fir Street would provide north-south vehicle access between segments of Main Street closed to vehicle traffic.

Both the Ventura Police Department and Ventura Fire Department have been involved in project discussions concerning emergency access to the project site, and the City's Fire Marshall acknowledges that Ventura Fire Department is well trained in the use of bollards, as they are commonly used throughout the city (Brett Reed 2024). In the event of an emergency response situation, the bollards could be removed within a few minutes, which would maintain emergency access to Main Street. Furthermore, As required by the City's fire code, areas within the project site would provide a minimum 20-foot clearance between any fixed improvements to allow for emergency vehicle access and staging (**Appendix C**). Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.11.4 Cumulative Impacts

The geographic scope for cumulative impacts to transportation is the city of Ventura. This geographic scope is appropriate because cumulative development would have a cascading effect on the overall circulation network throughout the city. For this analysis, a cumulative impact would occur if cumulative development would have the potential to conflict with transportation programs, plans, ordinances, and policies; conflict with or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b); substantially increase hazards due to a geometric design features or incompatible uses; or result in inadequate emergency access.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 and other cumulative development in the geographic scope defined above, would be required to comply with all local regulations and policies related to public transit, bicycle, and pedestrian facilities. Therefore, no cumulative impacts related to conflict with transportation programs, plans, ordinances, and policies would occur.

Cumulative development, including both residential and commercial development, could facilitate an increase in VMT that may exceed applicable VMT thresholds. This would be a potentially significant cumulative impact. However, as described under Impact TRA-2, Main Street Moves is an active transportation project that generally reduces VMT by improving pedestrian access and

restricting vehicular access. Implementation of the project would not contribute to additional VMT in the city of Ventura; rather, the project would be expected to yield a reduction in VMT by encouraging residents and visitors in the downtown area to walk rather than drive. Therefore, the project would not have a considerable contribution to cumulative impacts related to VMT.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 and other cumulative development in the geographic scope defined above, would be required to comply with the applicable regulations and design standards set forth by the City. Discretionary projects would undergo a project-level design review to ensure individual development projects comply with such regulations and standards related to hazards, incompatible uses, and emergency access. Therefore, cumulative impacts related to hazards due to geometric design features or incompatible uses, and cumulative impacts related to emergency access would be less than significant.

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4.12 Tribal Cultural Resources

4.12.1 Setting

This section provides an overview of the project's ethnographic context. Background information pertaining to the cultural context of the proposed project, and an overview of the regional indigenous history and post-contact history, is provided in Section 4.3, *Cultural Resources*.

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) uses a historical baseline of January 15, 2020 as the basis for analysis and impact determination. For the purpose of this tribal cultural resources (TCR) impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Ethnographic Context

The project site is located in the traditional territory of the Ventureño Chumash, so called after their historic period association with Mission San Buenaventura (Grant 1978a). The Chumash spoke six closely related Chumashan languages that have been divided into three branches—Northern Chumash (consisting only of Obispeño), Central Chumash (consisting of Purisimeño, Ineseño, Barbareño, and Ventureño), and Island Chumash (Golla 2007). A portion of their territory includes the areas of present-day Ventura. Ventureño Chumash extensively occupied interior areas, which had creek corridors that provided intermittent or perennial fresh water sources. A series of trailways into these areas facilitated trade between coastal and other neighboring groups such as the Salinan to the north, the Southern Valley Yokuts and Tataviam to the east, and the Gabrielino (Tongva) to the south (Roman 2017).

Early Spanish accounts describe the Santa Barbara Channel as heavily populated at the time of contact. Estimates of the Chumash total population range from 8,000 to 10,000 (Kroeber 1925: 551) to 18,000 to 22,000 (Cook and Heizer 1965, Grant 1978a). Coastal Chumash lived in hemispherical dwellings made of tule reed mats, or animal skins in rainy weather. These dwellings could house as many as 60 people (Brown 2001). The village of šukuw, (or shuku), at Rincon Point, was encountered by Gaspar de Portola in 1769. This village had 60 houses and seven canoes, with an estimated population of 300 (Grant 1978b). Western coastal Chumash lived in hemispherical dwellings covered by interwoven grasses, such as tule, carrizo grass, wild alfalfa, and fern (Grant 1978b). Other structures in a village included small sweathouses and a large ceremonial chamber (Kroeber 1925: 557).

Ventureño Chumash groups were socially and religiously multifaceted (Gamble et al. 2001, Arnold and Green 2002). Historic Spanish period accounts suggest the overarching social structure to be patrilineal chiefdoms. These have been separated into three sub-chief categories: “Big Chief,” who lead groups of settlements, “Chief,” who was head of a single village, and “Lesser Chief,” who was subordinate to the others (Gamble et al. 2001). Social or economic status may also have been indicated through mortuary practices, although this is debated by archaeologists. Mourning rituals consisted of burials in cemeteries with grave goods, such as Olivella shell beads, and beads made from other local shells. Other recorded mortuary rituals included burying individuals in the floor of a

residence and burning the deceased's house and possessions (Arnold and Green 2002, Gamble et al. 2001).

Chumash exploited multiple subsistence strategies. The acorn was an especially important resource. It could be gathered, stored, ground into meal, or cooked into paste. Other seeds or fruits like pine nuts and wild cherries would be gathered and processed with a mortar. Hunting and fishing were also an important aspect of Chumash subsistence. Hunters would use a bow and arrow for land mammals like deer, coyote, and fox (Grant 1978b). Sea mammals were hunted with harpoons, while deep-sea fish were caught using nets, hooks, and lines. Shellfish were gathered from beaches using digging sticks, and mussels and abalone were pried from rocks using wood or bone wedges (Johnson 1982). Other subsistence technology included skillet-like flat stones called comals, sandstone storage bowls, and wooden plates and bowls. Archaeological evidence suggests the Ventureño Chumash practiced lithic production of tools from quartzite, chalcedony, and chert in separate lithic workspaces nearby their occupation sites (Roman 2017).

The Chumash were affected heavily by the arrival of Europeans. The Spanish missions and later Mexican and American settlers dramatically altered traditional Chumash lifeways. The Chumash population was considerably reduced by the introduction of European diseases. However, many Chumash descendants still inhabit the region (Grant 1978a).

4.12.2 Regulatory Setting

a. State Regulations

Assembly Bill 52

Assembly Bill (AB) 52 of 2015 expanded the California Environmental Quality Act (CEQA) by defining a new resource category, "tribal cultural resources." AB 52 establishes, "a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment" (Public Resources Code [PRC] Section 21084.2). It further states the CEQA lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a TCR, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) define TCRs as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe."

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

4.12.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The analysis below is based on the results of a literature review, a records search of the California Historical Resources Information System (CHRIS; conducted as part of the *Main Street Moves Cultural Resources Assessment*), a search of the Native American Heritage Commission's (NAHC)

Sacred Lands File (SLF), and consultation with California Native American Tribes conducted by the City for the project. The *Main Street Moves Cultural Resources Assessment* completed by Rincon Consultants in 2024 (herein referred to as 2024 Cultural Resources Assessment) contains confidential cultural resources information and is therefore not available for public review. The findings of the assessment are summarized in Section 4.3, *Cultural Resources*, and the assessment can be provided to qualified cultural resource specialists upon request. Native American AB 52 consultation documentation is provided as **Appendix F**.

SACRED LANDS FILE REVIEW

NAHC is a statewide trustee agency for the protection and preservation of Native American cultural resources pursuant to PRC Section 21070. The SLF search is a search of recorded Native American sacred sites and burial sites as defined by NAHC and PRC Sections 55097.94(a) and 5097.96. An SLF search and request for an AB 52 contact list of Native American Tribes traditionally and culturally affiliated with the project area was submitted to the NAHC on May 16, 2023. Results of the SLF search and the AB 52 contact list, which included 10 Native American contacts representing eight Native American Tribes, were received on May 19, 2023. Results of the SLF search were negative for Sacred Lands near the project site. As noted above, all tribal representatives identified by the NAHC, as provided in **Appendix F**, were notified of the project by the City in compliance with AB 52.

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM REVIEW

On May 22, 2023, Rincon conducted a CHRIS records search at the South Central Coastal Information Center located at California State University, Fullerton. The records search identified 54 previously recorded archaeological and built environment resources within a 0.25-mile radius of the project site, including three resources with archaeological components within or potentially within the current project site and five archaeological resources directly adjacent to the project site. Further, previous studies have identified archaeological deposits and archaeological isolates within the current project site that were never formally recorded. For additional information regarding these resources, refer to Section 4.3, *Cultural Resources*.

ASSEMBLY BILL 52 CONSULTATION

The City initiated AB 52 consultation on August 23, 2023, by mailing letters via certified mail to 10 Native American contacts representing eight Native American Tribes, as identified by the NAHC. A project description and project location map were included in the letters, which stated tribal contacts have 30 days from receipt of the letter under AB 52, in writing, consultation regarding the proposed project. The following Tribes were contacted during the combined AB 52 process:

- Barbareño/Ventureño Band of Mission Indians
- Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Gabrielino-Tongva Tribe
- Coastal Band of the Chumash Nation
- Chumash Council of Bakersfield
- Santa Ynez Band of Chumash Indians
- Gabrielino/Tongva Nation
- Northern Chumash Tribal Council

The City received an email with an attached letter dated September 20, 2023 from the Santa Ynez Band of Chumash Indians. The letter stated that the Elders' Council did not request further consultation on the project at that time; however, the Tribe understood that as part of the National Historic Preservation Act Section 106 consultation process, they must be notified of the project. No additional requests for AB 52 consultation were received during the consultation period.

Significance Thresholds

According to Appendix G of the *CEQA Guidelines*, impacts related to TCRs would be significant if the proposed project would:

1. Cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:
 - a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
 - b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.
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Impact TCR-1 No KNOWN TCRs HAVE BEEN IDENTIFIED WITHIN THE PROJECT SITE. HOWEVER, THE PROJECT MAY CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A PREVIOUSLY UNKNOWN OR UNIDENTIFIED TCR DUE TO GROUND DISTURBANCE DURING PROJECT CONSTRUCTION ACTIVITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.

The proposed project would involve the installation of semi-permanent removable bollards, bollard sleeves, and crash-rated planters to restrict general traffic flow in a five-block portion of Main Street and California Street. The presence and significance of a potential TCR is determined through consultation between lead agencies and local California Native Americans. Impacts to TCRs are highly dependent on the nature of the resource but, in general, could occur if there is destruction or alteration of the resource and its surroundings, restricted access to the resource, or other disturbances

As of the date of this Draft EIR, no specific TCRs have been identified within the project site during the AB 52 consultation process; however, given the known archaeological sensitivity of the area (refer to Section 4.3, *Cultural Resources*), project-related, ground-disturbing activities have the potential to encounter previously undiscovered cultural resources of Native American origin that could be considered TCRs. Impacts to such resources during construction would be potentially significant, and mitigation is required.

Upon completion of construction activities, ground-disturbing activities would cease, and project operation would not result in impacts to TCRs.

Mitigation Measures

CUL-2(d) ARCHAEOLOGICAL AND NATIVE AMERICAN MONITORING

Mitigation Measure CUL-2(d) requires archaeological and Native American monitoring of all project-related ground-disturbing activities by a qualified archaeologist and Native American representative from one or more of the Native American groups contacted as part of AB 52 consultation for the project; therefore, a qualified archaeologist and Native American monitor will be on-site in the event cultural resources are discovered during construction. Refer to Section 4.3, *Cultural Resources*, for the full text of CUL-2(d).

TCR-1 INADVERTENT DISCOVERY OF TRIBAL CULTURAL RESOURCES

In the event that cultural resources of Native American origin are identified during construction, work in a 50-foot radius of the find shall be halted and redirected. The City shall consult with a qualified archaeologist and begin or continue Native American consultation procedures. If the City, in consultation with the Native American monitor(s), determines that the resource is a TCR and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines. The mitigation plan may include, but would not be limited to: avoidance, capping in place, excavation and removal of the resource, interpretive displays, sensitive area signage, or other mutually agreed upon measures. If the City, in consultation with the Native American monitor(s), and with input from the qualified archaeologist, if requested, determines that the resource is not a TCR, the resource shall be evaluated as an archaeological resource consistent with Mitigation Measure CUL-2(c).

Significance After Mitigation

Implementation of Mitigation Measure CUL-2(d) and TCR-1 would ensure that consultation with local Native Americans would occur if resources of Native American origin are unearthed during construction, and that implementing a mitigation plan would be implemented if a previously unknown TCR is discovered during project construction. This would reduce impacts to TCRs to a less-than-significant level.

4.12.4 Cumulative Impacts

The geographic scope for cumulative impacts related to TCRs is the regional area. This geographic scope is appropriate because TCRs have the potential to extend across large areas.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 in Chapter 3, *Environmental Setting*, would result in ground disturbance in locations with the potential to contain TCRs. As such, cumulative development could adversely impact TCRs. However,

TCR evaluations and AB 52 consultations would be completed by the appropriate jurisdiction on a case-by-case basis for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including resource avoidance measures, monitoring during ground disturbance within culturally sensitive areas, and preparation of mitigation plans for the inadvertent discovery of TCRs, would address impacts related to TCRs associated with future development. Therefore, cumulative development would have a less-than-significant cumulative impact involving substantial adverse changes in the significance of a TCR.

4.13 Utilities and Service Systems

4.13.1 Setting

a. Environmental Baseline

As discussed in Section 1.4, *Environmental Baseline*, this Environmental Impact Report (EIR) utilizes a historical baseline of January 15, 2020, as the basis for analysis and impact determination. For the purposes of this land use and planning impact analysis, the environmental baseline assumes Main Street and California Street are open to vehicle traffic and pedestrians, traffic lights within the project area are fully operational, and there are no temporary bollards in place.

b. Water Supply

Ventura Water distributes water throughout the city of San Buenaventura (Ventura). As stated in the city's 2020 Urban Water Management Plan (UWMP), the city's water system is a geographically complex system of 16 pressure zones, ten active wells, 19 booster stations, approximately 385 miles of pipelines ranging from four to 36 inches in diameter, and a total storage capacity of approximately 52 million gallons in 27 tanks and reservoirs. The city operates three purification facilities, including one membrane filtration treatment plant for surface water sources on the west side of the city and two iron/manganese removal treatment plants for groundwater sources on the east side (City of Ventura 2021). Seven distinct sources provide surface and groundwater to Ventura Water for distribution through the city's water supply system:

- Casitas Municipal Water District
- Ventura River surface water intake, subsurface water, and wells within Foster Park
- Mound Groundwater Basin
- Oxnard Plain Groundwater Basin
- Santa Paula Groundwater Basin
- Reclaimed water and reuse from the Ventura Water Reclamation Facility
- State Water Project entitlement of 10,000 acre-feet per year (AFY)

The most recent Comprehensive Water Resource Report (CWRR), prepared by Ventura Water (2024), estimated the normal (non-drought year) available water supply for the city to be 22,488 acre-feet (AF). However, under existing 2024 conditions, the current water supply is estimated at 18,343 AF. If these conditions persist, the city's future water supplies are estimated to be 17,550 AF in 2025 and 17,459 AF in 2026.

The 2024 CWRR also includes estimated total future water demands based on existing water demands (13,794 AF baseline demand, 5-year average) plus estimated demands for approved development projects. The total future water demand is 14,052 AF for 2025 and 14,180 AF for 2026; both estimates would not exceed estimated water supply for those years (Ventura Water 2024).

c. Wastewater

The Ventura Regional Sanitation District provides wastewater services to the city of Ventura. The city's wastewater collection system consists of more than 300 miles of gravity sewers from four to 42 inches in diameter, 14 wastewater lift stations, and the Ventura Water Reclamation Facility

(VWRF), a tertiary treatment plant (City of Ventura n.d.). The collection system generally conveys flows from east to west and north to south, culminating at the VWRF for treatment (City of Ventura 2021).

As stated in the 2020 UWMP, the VWRF is permitted to treat up to 14 million gallons per day (mgd). The VWRF currently treats eight to nine mgd (City of Ventura n.d.). The VWRF provides wastewater collection and treatment services for approximately 98 percent of city residences as well as McGrath State Beach Park and the North Coast communities (County Service Area No. 29). The VWRF produces recycled water that is treated to tertiary Title 22 standards through tertiary filtration and disinfection. Currently, approximately six percent of the treated effluent is reused as recycled water; the rest is discharged to the Santa Clara River Estuary (City of Ventura 2021).

d. Stormwater

The project site is located in an urban area with existing stormwater drainage features, including stormwater lateral lines and stormwater mains. The project site's topography is relatively flat, with drainage flows directed toward existing drains on Main Street and California Street. The city's storm drain system drains to local creeks, rivers, and the Pacific Ocean; in the downtown area, the storm drain system flows to the Pacific Ocean.

e. Solid Waste

Solid waste from the city of Ventura is taken to the Gold Coast Recycling and Transfer Station at 5375 Colt Street in the southeastern portion of the city, which has a maximum permitted throughput of 2,000 tons per day (California Department of Resources Recycling and Recovery [CalRecycle] 2024a). Waste is then sent to the Toland Road Landfill north of Highway 126 near Santa Paula. The Toland Road Landfill has a permitted throughput of 2,864 tons per day (CalRecycle 2024b). As of December 3, 2018, the Toland Road Landfill had a remaining capacity of 16,068,864 cubic yards and an estimated closure date of April 30, 2033 (CalRecycle 2024b). The city has achieved a landfill diversion rate of 74 percent (City of Ventura n.d.).

f. Electric Power, Natural Gas, and Telecommunications Facilities

The project site has access to existing infrastructure related to electric power, natural gas, and telecommunication facilities. Southern California Edison (SCE) provides electricity to the project site. The nearest electric transmission line is located approximately 450 feet south of the project site along East Santa Clara Street (California Energy Commission 2024). Southern California Gas Company (SoCalGas) provides natural gas to the project site. The nearest natural gas pipeline is located approximately one mile northeast of the project site along Poli Street (SoCalGas 2024). Telecommunications services are provided to land uses adjacent to the project site by Spectrum, T-Mobile, AT&T, Frontier, Earthlink, Viasat, and HughesNet.

4.13.2 Regulatory Setting

a. State Regulations

Sustainable Groundwater Management Act

In September 2014, Governor Jerry Brown signed legislation requiring that California's critical groundwater resources be sustainably managed by local agencies. The Sustainable Groundwater Management Act gives local agencies the power to sustainably manage groundwater and requires

groundwater sustainability plans to be developed for medium- and high-priority groundwater basins, as defined by the California Department of Water Resources. The project site overlies both the Ventura River Valley Groundwater Basin and the Santa Clara River Valley, Mound Groundwater Basin. The Ventura River Valley Groundwater Basin is designated as a very low-priority basin, and the Santa Clara River Valley, Mound Groundwater Basin is designated as a high-priority basin (California Department of Water Resources 2024). The Santa Clara River Valley, Mound Groundwater Basin has an associated Groundwater Sustainability Plan, which was approved by the Department of Water Resources in October 2023.

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983 amended the California Water Code to require all urban water suppliers in California to prepare and adopt an UWMP and update it every five years. This requirement applies to all suppliers providing water to more than 3,000 customers or supplying more than 3,000 AFY of water. The City's UWMP is applicable to the project site and is discussed further in Section 4.13.2(b), *2020 Urban Water Management Plan*.

Assembly Bill 341

The purpose of Assembly Bill (AB) 341 is to reduce greenhouse gas emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in California. In addition to Mandatory Commercial Recycling, AB 341 set a statewide goal for 75 percent disposal reduction by the 2020.

Assembly Bill 939

AB 939 (Public Resources Code 41780) requires cities and counties to prepare integrated waste management plans and to divert 50 percent of solid waste from landfills, beginning in calendar year 2000 and each year thereafter. AB 939 also requires cities and counties to prepare source reduction and recycling elements as part of the integrated waste management plans. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the purchase of recycled products.

Senate Bill 1016

SB 1016 requires that the 50 percent solid waste diversion requirement established by AB 939 be expressed in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's integrated waste management plan. After an initial determination of diversion requirements in 2006 and establishment of diversion rates for subsequent calendar years, CalRecycle reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, CalRecycle was required to review a jurisdiction's source reduction and recycling element and hazardous waste element once every two years.

b. Local Regulations

2020 Urban Water Management Plan

As discussed under Section 4.13.2(a), *Urban Water Management Planning Act*, the City of Ventura's 2020 UWMP is applicable to the project site. The City's 2020 UWMP forecasts water demand through 2045 and details normal, dry year, and multiple dry year supplies needed to meet demand. Additionally, the UWMP describes water supply reliability, conservation and demand management

strategies, and the city's current and anticipated water infrastructure projects. The UWMP is a management tool, providing the framework for action, but does not function as a detailed project development plan.

Comprehensive Water Resource Report

In 2013, the Ventura City Council directed Ventura Water and the Community Development Department to work together to develop a short-term balance of water supply and estimated demands. The result of this collaboration is the annual CWRR, completed each year by Ventura Water (Ventura Water 2024). The CWRR focuses on a short timeframe and on near-term demand changes as well as long-term projection of demand and supply. The CWRR estimates demands from approved projects whereas the UWMP estimates demands from population projections.

San Buenaventura Municipal Code

San Buenaventura Municipal Code (SBMC) Section 6.500.5120 provides construction and demolition debris requirements for new projects involving construction, building additions, or building alterations. Under Section 6.500.5120(C.3), projects must comply with the California Green Building Code requirements and applicable laws related to the management of construction and demolition debris, including diversion of organic waste in construction and demolition debris from disposal, and all written and published city, county, state, or federal policies and/or administrative guidelines regarding the collection, recycling, diversion, tracking, and/or reporting of construction and demolition debris.

SBMC Section 6.500.130 provides requirements for solid waste collection and disposal. Under Section 6.500.130(A), the owner or tenant of any property in the city shall be responsible for removal of all solid waste accumulated on such property. Under Section 6.500.130(C), no person may deposit solid waste or containers upon any street, alley, gutter, parkway, or upon any lot or vacant area or other public place or way.

4.13.3 Impact Analysis

a. Methodology and Significance Thresholds

Impacts to utilities and service systems were assessed based on the project's potential to result in increases in demand for water, wastewater services, stormwater drainage, solid waste services, electric power, natural gas, or telecommunications services such that new, expanded, modified, or relocated facilities would be required. The EIR's analysis of impacts involving wasteful or inefficient electricity and natural gas usage is located in Section 4.4, *Energy*.

According to Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, impacts related to utilities and service systems would be significant if the proposed project would:

1. 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;
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
3. 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;

4. 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; or
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact UTIL-1 THE PROJECT WOULD RESULT IN A MINOR INCREASE IN THE DEMAND FOR WATER, WASTEWATER TREATMENT, ELECTRIC POWER, AND NATURAL GAS DURING CONSTRUCTION. THIS INCREASE IN DEMAND WOULD NOT REQUIRE THE CONSTRUCTION OR RELOCATION OF NEW OR EXPANDED WATER, WASTEWATER TREATMENT, STORM WATER DRAINAGE, ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The proposed project would consist of partial street closures, installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves, changes in traffic light operations, and removal of some traffic signal equipment from utility poles. The project would not involve or facilitate physical development requiring permanent utility services.

During ground disturbance associated with the installation of bollards and bollard sleeves, water would be required for dust control. However, as discussed under Impact UTIL-2, below, water usage would be minimal, and the project would not require the construction of new or expanded water facilities. The project may also result in minor amounts of wastewater generation, as portable toilets may be required for construction personnel during the installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves. As discussed in Section 4.13.1(c), *Wastewater*, the VWRP is permitted to treat up to 14 million gallons of wastewater per day and currently only treats up to nine mgd (City of Ventura n.d.). As such, the project would not require the construction of new or expanded wastewater facilities. Neither construction nor operation of the proposed project would necessitate new, expanded, modified, or relocated stormwater drainage features or telecommunication facilities. Furthermore, construction-related electric power and natural gas consumption would be minor and would be provided by existing transmission lines near the project site. Therefore, the project would not require new or expanded electric power or natural gas facilities.

The project would involve removal of some traffic signal equipment at the intersection of South California Street and Main Street, and at the intersection of Figueroa Plaza and Main Street. The removal of these utility features would not result in environmental impacts beyond what is evaluated throughout this environmental document. Therefore, project impacts involving the construction or relocation of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Impact UTIL-2 CONSTRUCTION OF THE PROPOSED PROJECT WOULD REQUIRE A SMALL AMOUNT OF WATER FOR TEMPORARY CONSTRUCTION ACTIVITIES. OPERATION OF THE PROPOSED PROJECT WOULD NOT REQUIRE THE PERMANENT USE OF WATER SUPPLIES. THE PROPOSED PROJECT WOULD HAVE SUFFICIENT WATER SUPPLIES AVAILABLE DURING NORMAL, DRY, AND MULTIPLE DRY YEARS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Small quantities of water would be required during ground disturbance for dust suppression. Water needed for dust suppression purposes would be potable or non-potable water provided by Ventura Water. Construction activities requiring dust suppression would be temporary in nature and water needs would be minimal, as only areas near bollard and bollard sleeve installation would be watered.

According to the 2024 CWRR prepared by Ventura Water, the city's future water supplies are estimated to be 17,550 AF in 2025 and 17,459 AF in 2026 while future water demands are estimated to be 14,052 AF in 2025 and 14,180 AF in 2026. As such, future water demand estimates for 2025 and 2026 would not exceed water supply estimates. Therefore, Ventura Water would have sufficient water supplies to meet the project's minimal construction-related water needs.

Operation of the proposed project would not require a permanent water supply other than small amounts of water required for occasional landscaping activities, such as watering of landscaping within the crash-rated planters. The project would not involve new land uses that would necessitate a permanent water supply. Therefore, the proposed project would have sufficient water supplies available during normal, dry, and multiple dry years. This impact would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 3: 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?

Impact UTIL-3 CONSTRUCTION OF THE PROPOSED PROJECT WOULD RESULT IN MINOR INCREASES IN WASTEWATER FROM CONSTRUCTION PERSONNEL. OPERATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN AN INCREASE IN WASTEWATER GENERATION. THE WASTEWATER TREATMENT PROVIDER WOULD HAVE ADEQUATE CAPACITY TO SERVE THE PROJECTED WASTEWATER GENERATION DURING PROJECT CONSTRUCTION IN ADDITION TO EXISTING COMMITMENTS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The proposed project would consist of partial street closures, installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves, changes in traffic light operations,

and removal of some traffic signal equipment from utility poles. The project would not involve or facilitate physical development that would generate wastewater. Current and future expansion of uses within or adjacent to the project site implemented by individual businesses would be subject to the City's permitting or ministerial review processes. During project construction, portable toilets may be required for construction personnel, which would generate a minor amount of wastewater that would be hauled to the VWRf for disposal. As discussed in Section 4.13.1(c), *Wastewater*, the VWRf is permitted to treat up to 14 million gallons of wastewater per day and currently only treats up to nine mgd (City of Ventura n.d.). Therefore, the VWRf would have adequate capacity to serve the projected wastewater generation during project construction in addition to existing commitments. This impact would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 4:	Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
Threshold 5:	Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact UTIL-4 THE PROJECT WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE AND WOULD COMPLY WITH ALL APPLICABLE SOLID WASTE REGULATIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction activities, such as excavation and pavement demolition for removable bollard installation, may temporarily generate solid waste, including soil spoils or crushed asphalt, which would be disposed of in accordance with all applicable federal, State, and local statutes and regulations. Construction waste, including the removed traffic signal equipment from utility poles at the intersection of South California Street and Main Street, and at the intersection of Figueroa Plaza and Main Street, would be disposed of at the Toland Road Landfill. Additionally, although the historical baseline of January 15, 2020 assumes there are no temporary bollards in place for the purpose of analysis and impact determination, it should be noted that the temporary above-ground traffic barriers currently in place within the project site would either be re-used by the city at other locations or would be permanently disposed of at the Toland Road Landfill.

The Toland Road Landfill has a permitted daily capacity of 2,864 tons per day, and a remaining capacity of 16,068,864 tons (CalRecycle 2024). Due to the temporary nature of project construction and the minimal amount of construction waste anticipated, the project would not generate quantities of solid waste that would account for a substantial percentage of the total daily regional permitted capacity available at the Toland Road Landfill. In addition, operation of the proposed project would facilitate pedestrian travel through the project site but would not generate new sources of solid waste. Therefore, the project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure.

The project would result in a short-term and temporary increase in solid waste generation during construction but would not substantially affect standard solid waste operations of local landfills. During operation, the proposed project would not generate new sources of solid waste. Therefore, the project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Impacts related to solid waste would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.13.4 Cumulative Impacts

The geographic scope for cumulative impacts to utilities and service systems is as follows:

- **Water:** service area for Ventura Water, as this would be the water provider for the project.
- **Wastewater:** service area for the city of Ventura in addition to the service area for the VWRf, as the VWRf would receive any wastewater generated during construction and operation of the project.
- **Stormwater drainage:** Ventura River watershed, as all stormwater drainage facilities would flow to this watershed.
- **Solid waste:** service area for city of Ventura solid waste collection and disposal, including the Toland Road Landfill.
- **Electric power and natural gas:** service areas for SCE and SoCalGas
- **Telecommunications:** the County of Ventura, to consider the broader coverage area impacted by the cumulative effects of multiple projects, which may extend beyond the immediate project site.

Buildout of past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would increase demands on utility infrastructure, as discussed in the following paragraphs.

- **Water.** Considering the projected water demand detailed in the city's UWMP is based upon population projections developed through coordination with local jurisdictions, any growth that would be generated by cumulative projects is accounted for within the UWMP's water supply assessment, which indicates the City has sufficient water supplies available during normal, dry, and multiple dry years. Therefore, cumulative impacts to water supply would be less than significant.
- **Wastewater.** The VWRf is permitted to treat 14 mgd and currently treats up to 9 mgd. Cumulative development, including the projects included in Table 3-1, would not require over 5 mgd of wastewater treatment, given the size and land uses of cumulative projects. Therefore, the VWRf would have adequate capacity to serve cumulative development, and cumulative impacts to wastewater infrastructure would be less than significant.
- **Stormwater.** The project would have no impact related to new or expanded stormwater facilities, and therefore cannot contribute to a cumulative impact.
- **Solid Waste.** Cumulative projects would generate waste during both construction and operation activities. This waste would likely be disposed of at the Toland Road Landfill, which is

anticipated to have capacity for solid waste until 2033. Any future development would be required to participate in current and planned solid waste reduction programs, such as those described in Section 4.13.2, *Regulatory Setting*. Therefore, the Toland Road Landfill would have the capacity to accept waste generated by cumulative projects through 2033, and cumulative impacts related to solid waste would be less than significant.

- **Electric Power and Natural Gas.** Cumulative development would increase the demand for electricity and natural gas in the SCE and SoCalGas service areas. However, cumulative development projects are primarily proposed in urban areas that are currently serviced by existing SCE and SoCalGas transmission and distribution lines. Therefore, cumulative impacts to electricity and natural gas infrastructure would be less than significant.
- **Telecommunications.** The project would have no impact related to new or expanded telecommunications facilities, and therefore cannot contribute considerably to a cumulative impact.

In summary, cumulative projects would increase demands on utility infrastructure. However, there are no significant cumulative impacts anticipated from buildout of cumulative projects. Thus, the project would not contribute considerably to a cumulative impact.

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4.14 Effects Found Not to be Significant

Section 15128 of the California Environmental Quality Act (*CEQA Guidelines*) requires an Environmental Impact Report (EIR) to briefly describe any possible significant effects that were determined not to be significant and were therefore not discussed in detail in the EIR. This section is based on Appendix G of the *CEQA Guidelines* and addresses the potential environmental effects of the project that clearly would not be significant and are not addressed in the preceding sections of this EIR, including agriculture and forestry resources, biological resources, geology and soils, hydrology and water quality, mineral resources, population and housing, recreation, and wildfire. Any items not addressed in this section are addressed in Sections 4.1 through 4.13 of this EIR.

4.14.1 Agriculture and Forestry Resources

All thresholds pertaining to Agriculture and Forestry Resources (from Appendix G of the *CEQA Guidelines*) are discussed below.

Would the project:

- 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 non-agricultural use?
- B. Conflict with existing zoning for agricultural use, or a Williamson Act contract?
- C. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- D. Result in the loss of forest land or conversion of forest land to non-forest use?
- E. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

According to the California Important Farmland Finder, the project site is in an area classified entirely as “Urban and Built-Up Land” (California Department of Conservation 2020). The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and would therefore not convert Farmland to non-agricultural uses. No impact would occur.

The project site consists entirely of paved city right-of-way (ROW) and is not zoned for agricultural use. The properties adjacent to the project site are currently zoned T5.1 (Neighborhood Center), T6.1 (Urban Core), and POS (Parks and Open Space), as defined by the City’s Zoning Ordinance No. 2007-009 (City of Ventura 2020). Williamson Act contract lands can be found to the north and west of the project site (City of Ventura 2005). Specifically, the undeveloped hillside located approximately 0.2-mile north of the project site and farmland located approximately 0.7-mile west of the project site are classified as Williamson Act contract lands. The project would not include development within or near either of these areas and as such, would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

The project site is not located on land designated or zoned for forest land, timberland, or Timberland Production. As such, the project would not conflict with existing zoning for or result in the loss of forest land, or convert forest land to non-forest use. No impact would occur.

The proposed project would consist of partial street closures, installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves; changes in traffic light operations; and removal of some traffic signal equipment from utility poles. The project site consists entirely of paved city ROW and the surrounding parcels are fully developed. The project does not entail physical development beyond bollard installation, nor would the project facilitate new development. Therefore, the project would not involve changes to the existing environment that could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.14.2 Biological Resources

All thresholds pertaining to Biological Resources (from Appendix G of the *CEQA Guidelines*) are discussed below.

Would the project:

- A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?
- B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS?
- C. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is in an urbanized area of Ventura, is completely paved, is located entirely within the city ROW, and is surrounded by existing development. Special status species are not anticipated to occur on or around the project site due to the disturbed nature of the site, existing development, and lack of potential habitat for such species. The proposed project would consist of partial street closures, installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves; changes in traffic light operations; and removal of some traffic signal equipment from utility poles. The project would not involve or facilitate physical development that could result in habitat modifications. Although there are several ornamental street trees lining the sidewalks along the perimeter of the project site, the project would not result in physical alteration of the trees or other structures. Therefore, the project would not 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 CDFW or USFWS. No impact would occur.

Plant communities are considered sensitive natural communities if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. The

project site and surrounding areas are paved and fully developed with commercial land uses and lack native biological habitat and water bodies capable of supporting riparian habitat or other sensitive natural communities. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur.

The nearest bodies of water to the project site are the Pacific Ocean, located approximately 0.4 mile south of the project site, and the Ventura River, located approximately 0.6 mile west of the western terminus of the project site. The nearest jurisdictional feature mapped by the USFWS National Wetlands Inventory is a freshwater forested/shrub wetland approximately 0.3 mile northeast of the project site (USFWS 2024). Therefore, the project site does not contain federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. Therefore, the project would not affect federally protected wetlands through direct removal, filling, hydrological interruption, or other means, and no impact would occur.

The project site is in a dense urbanized area of downtown Ventura, and the surrounding area is fully developed with commercial retail businesses, restaurants, and public uses. Ornamental street trees located along the perimeter of the project site could serve as habitat for migratory birds. However, the project would not result in physical alteration of the trees or other structures. The project does not entail physical development beyond bollard installation, nor would the project facilitate new development. As such, the project would not interfere 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. No impact would occur.

The San Buenaventura Municipal Code (SBMC) provides tree protection and removal guidelines, applicable only to street trees. Specifically, Chapter 20.150 of the SBMC requires a project applicant to obtain a tree permit prior to any actions affecting a street tree. In addition to the SBMC, the City of Ventura General Plan (2005) includes Action 1.24, which requires new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis. The project site includes street trees in the sidewalk along the perimeter of the roadway. Though not anticipated, should impacts to these street trees occur during construction, the project would be subject to the provisions of both the SBMC and the Ventura General Plan. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur.

The project site is not located within an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plans (CDFW 2023). No impact would occur.

4.14.3 Geology and Soils

Thresholds A) through F) pertaining to Geology and Soils (from Appendix G of the *CEQA Guidelines*) are discussed below. Refer to Impact GEO-1 in Section 4.5, *Geology and Soils*, for an assessment of threshold F) related to potential impacts to paleontological resources.

Would the project:

- A. 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?

- Strong seismic ground shaking?
 - Liquefaction?
 - Landslides?
- B. Result in substantial soil erosion or the loss of topsoil?
- C. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- D. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
- E. Be located on soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
- F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic featured?

The project site is within the Ventura Fault Zone and a liquefaction zone but is not within a landslide zone (California Geological Survey 2024). Liquefaction-induced lateral spreading occurs when a liquefied soil mass fails toward an open slope face, or fails on an inclined topographic slope. The project site is topographically flat and does not contain slopes that would be subject to liquefaction during strong seismic shaking. Furthermore, the project would not result in physical development that could exacerbate seismic risks, nor would the project include habitable structures, and therefore would not expose residents or occupants to a risk of injury or death from landslides or seismic-related ground failure, including liquefaction. The project would not exacerbate risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground shaking, liquefaction, or landslides. No impact would occur.

Installation of semi-permanent bollards, bollard sleeves, and planters within the project site would involve earthmoving activities such as pavement demolition, excavation, and re-paving, which could result in soil erosion. The project would be subject to both the Ventura Countywide Stormwater Quality Management Program and SBMC Chapter 8.600, *Stormwater Quality Management*. In accordance with SBMC Chapter 8.600, a grading permit and a stormwater pollution control plan is required for any project that disturbs less than one acre of land. Preparation of a stormwater pollution control plan would result in the development of best management practices to control stormwater runoff and minimize impacts related to soil erosion or the loss of topsoil during project construction. Operation of the proposed project would result in the addition of pedestrians along the closed portions Main Street and California Street, which are paved roadways, and would not result in substantial soil erosion or the loss of topsoil. No impact would occur.

The proposed project would not include the physical development of structures. Therefore, the project would not create substantial direct or indirect risks to life or property. Furthermore, the project would not require the installation of septic tanks or alternative wastewater disposal systems. No impact would occur.

4.14.4 Hydrology and Water Quality

All thresholds pertaining to Hydrology and Water Quality (from Appendix G of the *CEQA Guidelines*) are discussed below.

Would the project:

- A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?
- B. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - Result in substantial erosion or siltation on- or off-site?
 - Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
 - 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?
 - Impede or redirect flood flows?
- D. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- E. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed in Section 4.14.2, *Biological Resources*, the nearest bodies of water to the project site are the Pacific Ocean, located approximately 0.4-mile south of the project site, and the Ventura River, located approximately 0.6-mile west of the western terminus of the project site. Runoff during storm events typically occurs as sheet flow across the project site.

Construction activities associated with the proposed project would be limited to pavement demolition, up to 205 cubic yards of excavation, and re-paving associated with installation of the semi-removable bollards, bollard sleeves, and planters. The types of pollutants contained in runoff during construction may include sediments from earth-moving activities and other existing contaminants such as nutrients, pesticides, herbicides, trace metals, and hydrocarbons that can attach to sediment and be transported downstream through erosion via overland flow, ultimately entering nearby waterways and contributing to degradation of water quality. Construction activities may also utilize diesel fuel, gasoline, lubricant oils, hydraulic fluid, antifreeze, transmission fluid, cement slurry, and other fluids required for the operation of construction vehicles or equipment, which could affect surface or groundwater quality. However, the project would be subject to both the Ventura Countywide Stormwater Quality Management Program and SBMC Chapter 8.600, *Stormwater Quality Management*, which would require the implementation of best management practices and design features to control stormwater runoff from the project site. Direct contamination of surface water is unlikely due to the distance to the nearest bodies of water. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. No impact would occur.

The project site is underlain by the Mound Groundwater Basin (City of San Ventura 2024). As discussed in Section 4.13, *Utilities and Service Systems*, small quantities of water would be required during construction for dust suppression, and small quantities of water would be required during operation of the project for occasional landscaping activities, such as watering of landscaping within the crash-rated planters. The project would not involve development that would necessitate a

permanent water supply such that groundwater supplies would be substantially decreased. Furthermore, the project would not result in an increase in impervious surfaces, and therefore would not interfere substantially with groundwater recharge. No impact would occur.

The project site is fully paved, and the area surrounding the project site is fully developed. The project would not result in the addition of impervious surfaces. Therefore, the project would not substantially alter the existing drainage patterns of the project site, result in substantial erosion or siltation, increase the rate or amount of surface runoff, create or contribute runoff water, or impede or redirect flood flows. No impact would occur.

The project site is located within an “area of minimal flood hazard” (Zone X) as defined by flood map number 06111C0743F, effective January 29, 2021 (Federal Emergency Management Agency 2021). The project site is not located within a tsunami zone, nor is it located within or near an inland body of water that could experience a seiche (California Geological Survey 2022). As such, the project would not risk release of pollutants due to inundation of the project site. There would be no impacts related to flood flows or project inundation.

The project site is underlain by the Mound Groundwater Basin, which is regulated by the Mound Basin Groundwater Sustainability Plan (Mound Basin Groundwater Sustainability Agency 2021). The proposed project would not involve physical development beyond installation of bollards, bollard sleeves and planters. The project would not impact water quality, decrease groundwater supplies, or result in the addition of impervious surfaces that would impede groundwater recharge. As such, the proposed project would not conflict with or obstruct implementation of the Mound Basin Groundwater Sustainability Plan. No impact would occur.

4.14.5 Mineral Resources

All thresholds pertaining to Mineral Resources (from Appendix G of the *CEQA Guidelines*) are discussed below.

Would the project:

- A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- B. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Although Ventura County is known to contain both petroleum (oil and gas) and aggregate (principally sand and gravel) mineral resources, the project site and surrounding areas do not contain known mineral resources or active mining sites (City of Ventura 2005). The project site consists entirely of paved city ROW and the surrounding parcels are fully developed with a variety of commercial retail businesses, restaurants, and public uses. The project would not 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, nor 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 would occur.

4.14.6 Population and Housing

All thresholds pertaining to Population and Housing (from Appendix G of the *CEQA Guidelines*) are discussed below.

Would the project:

- 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)?
- B. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project does not entail the physical development of homes or businesses, nor would the project facilitate new development through the extension of roads, utilities, or other infrastructure. Therefore, the project would not induce population growth directly or indirectly. The proposed project may generate temporary employment opportunities during construction activities. However, construction workers are expected to be drawn from the existing regional work force and would not induce growth due to temporary employment opportunities or the relocation of construction workers. The project would not result in long-term employment opportunities that would require daily workers. Therefore, the proposed project would not induce substantial unplanned population growth. No impact would occur.

The project would not require demolition of existing residences nor create long-term disturbances to residential land uses that would lead to the displacement of substantial numbers of people or necessitate construction of replacement housing. No impact would occur.

4.14.7 Recreation

All thresholds pertaining to Recreation (from Appendix G of the *CEQA Guidelines*) are discussed below.

Would the project:

- A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- B. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

As discussed in Section 4.14.6, *Population and Housing*, the proposed project would not result in substantial unplanned population growth. The closest park to the project site is Mission Park, located adjacent to the western terminus of the project site. Although the project would support additional pedestrian activity within the project site that could result in increased use of Mission Park, the project would not result in a change in population that would increase usage such that substantial physical deterioration of the facility would occur or be accelerated, nor would the project would not result in a change in population that would affect the city's ability to meet their park acreage goals requiring the construction or expansion of recreational facilities. No impact would occur.

4.14.8 Wildfire

All thresholds pertaining to Wildfire (from Appendix G of the *CEQA Guidelines*) are discussed below.

Would the project:

- A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:
- Substantially impair an adopted emergency response plan or emergency evacuation plan?
 - 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?
 - 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?
 - Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?
 - Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The project site is not located within a state responsibility area or on lands classified as a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection 2022, 2024). However, some parcels adjacent to the project site along the northern side of Main Street do fall within a Very High Fire Hazard Severity Zone within a local responsibility area. As discussed in Section 4.7, *Hazards and Hazardous Materials*, the project would not impair an adopted emergency response plan or emergency evacuation plan. Furthermore, the project would not include structural components or physical development that would exacerbate wildfire risk due to slope, prevailing winds, or other factors, and therefore would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. No impact would occur.

The project would not require installation or maintenance of roads, fuel breaks, emergency water sources, power lines or other utilities. The project would result in the removal of some traffic signal equipment from utility poles within the project area. As discussed in Section 4.13, *Utilities and Service Systems*, the removal of signal equipment would be disposed of at the Toland Road Landfill in accordance with all federal, state, and local management statutes and requirements. Therefore, the project would not exacerbate fire risk or that would result in temporary or ongoing impacts to the environment. No impact would occur.

As discussed in Section 4.14.3, the project site is within a liquefaction zone (California Geological Survey 2024). However, the project site is topographically flat, and the project would not result in physical development that could exacerbate seismic risks related to landslides. Furthermore, the project would not alter existing drainage patterns within the project site, as physical changes would be limited to the installation of bollards, bollard sleeves, and planters. Overall, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, as the project would not exacerbate wildfire risk. No impact would occur.

4.14.9 Urban Blight

According to a “Summary of Key 2023 CEQA Court Cases” in the *CEQA Guidelines*, and as reiterated in PRC 21082.2 and *CEQA Guidelines* Section 15384, CEQA does not apply to social and economic impacts but rather focuses on the potential physical impacts of a project on the environment. In accordance with *CEQA Guidelines* Section 15131, economic information may be included in an EIR or may be presented in whatever form the agency desires, but the economic effects of a project shall not be treated as significant effects on the environment. However, economic effects of a project may be used to determine the significance of physical changes caused by the project.

Urban blight (or urban decay) refers to the deterioration of urban areas resulting from neglect, disinvestment, or abandonment, and is perceived as run-down buildings, vacant or underutilized lots, and declining infrastructure. Factors contributing to urban blight include absentee landlords failing to maintain properties, foreclosures where banks or mortgage companies do not take ownership, and inadequate enforcement of property maintenance regulations (Dickinson College 2019).

SBMC Chapter 12.310, *Housing Standards and Regulations*, adopts the 2021 International Property Maintenance Code, which provides the requirements for continued use and maintenance of building elements and site conditions in both existing residential and nonresidential structures (International Code Council 2024). Furthermore, City-provided sales tax and vacancy rate data was used to assess the potential for urban blight to occur within the project site (**Appendix G**). Although sales tax and vacancy rate data from the historical baseline is not available, sales tax data across 2022 and 2023 show that the fluctuations in sales tax revenue within the project site during the temporary closed-road conditions were generally more stable in comparison to other areas of the city. Vacancy rate data show that the project site had a six percent vacancy rate during May 2024 (closed-road conditions). A vacancy rate between five percent and ten percent is considered healthy, and typically indicates a balanced supply and demand for properties; a vacancy rate below five percent may suggest high demand relative to supply; and a vacancy rate above ten percent may indicate low demand and high supply (Chase n.d.). As the project site has exhibited stable sales tax revenues and a healthy vacancy rate during temporary closed-road conditions, it can be determined that the full-time, long-term closure of Main Street and California Street would not contribute to a reduction in sales tax revenue or an increase in vacancy rates within or adjacent to the project site. Furthermore, adherence to SBMC Chapter 12.310 would ensure occupied properties and businesses within and adjacent to the project site would not be subject to neglect or deterioration. No impact would occur.

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5 Other CEQA Required Discussions

This chapter discusses other issues for which the California Environmental Quality Act (CEQA) requires analysis in addition to the specific issue areas discussed in Chapter 4, *Environmental Impact Analysis*, of this Environmental Impact Report (EIR). These additional issues include the potential to induce population growth and/or economic growth; removal of obstacles to growth; significant unavoidable effects; significant irreversible effects; and mandatory findings.

5.1 Growth Inducement

Section 15126.2(e) of the *CEQA Guidelines* requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population Growth

As discussed in Section 4.14.9, *Population and Housing*, the proposed project would not generate direct population growth because it does not include residential uses. The project would generate temporary employment opportunities during construction activities. However, construction activities would consist of pavement demolition, minor grading, excavation, and re-paving over a six-week period to facilitate installation of the semi-permanent bollards and bollard sleeves. Construction workers are expected to be drawn from the existing regional work force. Therefore, construction of the project would not induce growth due to temporary employment opportunities. The proposed project would not result in long-term employment opportunities, as it would not result in new commercial or industrial development that would require daily employees. Therefore, the proposed project would not contribute to the city's population growth.

5.1.2 Economic Growth

The proposed project would generate temporary employment opportunities during construction. As discussed in Section 5.1.1, *Population Growth*, construction workers are expected to be drawn from the existing regional work force. The project would not generate long-term employment opportunities, as it would not result in new development that would require daily employees. Furthermore, the project does not include residential development. Therefore, the project would not generate population that could result in economic growth. Although the proposed project would increase pedestrian accessibility to existing commercial development, the project site has exhibited stable sales tax revenues and a healthy vacancy rate during the temporary closed-road conditions. As such, the full-time, long-term closure of Main Street and California Street may lead to economic growth due to the increase in accessibility, but such growth would not be expected to result in new development. The environmental effects associated with any future development adjacent to the project site or within the broader Downtown area would be addressed as part of the CEQA review for each individual development project as they are proposed.

5.1.3 Removal of Obstacles to Growth

The proposed project is in a fully urbanized area that is well served by existing infrastructure. As discussed in Section 4.11, *Transportation*, and Section 4.13, *Utilities and Service Systems*, existing infrastructure in the city of Ventura would be adequate to serve the project. The project would not result in the modification to or addition of water, wastewater, or transportation facilities in the project site that would facilitate or accommodate new development. Furthermore, the project does not involve the extension of new water, wastewater, or transportation infrastructure through undeveloped areas, nor does the project propose to increase the capacity of existing infrastructure. Because the project would not result in new infrastructure, require the extension of existing infrastructure through undeveloped areas, or increase the capacity of existing infrastructure in a way that would support new development or increase development intensity, project implementation would not remove an obstacle to growth.

5.2 Significant Unavoidable Effects

CEQA Guidelines Section 15126(b) requires that an EIR identify those significant impacts that cannot be reduced to a less-than-significant level with the application of mitigation measures. The implications and reasons why the project is being proposed, notwithstanding, must be described.

As discussed throughout Sections 4.1 through 4.14 of this EIR, implementation of the project would not result in significant unavoidable environmental effects.

5.3 Irreversible Environmental Effects

CEQA Guidelines Section 15126.2(d) require that EIRs contain a discussion of significant irreversible environmental changes which would be caused by the project should it be implemented. Such significant irreversible environmental changes may include the following:

- Use of non-renewable resources during the initial and continued phases of the project which would be irreversible because a large commitment of such resources makes removal or non-use unlikely
- Primary impacts and, particularly secondary impacts (such as highway improvement which provides access to a previously inaccessible area) which generally commit future generations to similar uses
- Irreversible damage which may result from environmental accidents associated with the project

This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed project.

Construction of the project would involve an irreversible commitment of construction materials and non-renewable energy resources, including petroleum-based fuels used to power construction vehicles and equipment. However, as discussed in Section 5.1.1, *Population Growth*, construction activities would consist of pavement demolition, minor grading, excavation, and re-paving over a six-week period to facilitate installation of the semi-permanent bollards and bollard sleeves. The project would not involve the development of new land uses resulting in the need for electricity or creating additional vehicular trips to the downtown area. Therefore, project operation would not increase the local demand for non-renewable energy resources such as petroleum products and natural gas. As discussed in Section 4.4, *Energy*, neither construction nor operation of the proposed

project would result in wasteful, inefficient or unnecessary consumption of energy resources. Although project construction would involve the use of energy, energy usage would be negligible and would not result in irreversible environmental effects. Consumption of construction materials and energy resources would occur with any development in the region and is not unique to the proposed project.

The project would not involve land development requiring a commitment of law enforcement, fire protection, water supply, wastewater treatment, or solid waste disposal services such that new or increased public services or utility services would be necessary. As discussed in Section 4.10, *Public Services*, and Section 4.13, *Utilities and Service Systems*, impacts to these services and systems would not be significant. As discussed in the City's *Main Street Moves Transportation CEQA Review*, the traffic report prepared by Stantec in May 2024, the project's Noise and Vibration Study, and the project's Air Quality and Greenhouse Gas Emissions Study (**Appendix C**; Stantec 2024; **Appendix D**; **Appendix B**), the project would not result in additional vehicle trips, and thus would not increase local traffic or regional air pollutant and greenhouse gas emissions. Furthermore, as discussed in Section 4.2, *Air Quality*, and Section 4.6, *Greenhouse Gas Emissions*, construction and operation of the project would not generate air emissions or greenhouse gas emissions that would result in a significant impact. As such, the project would not result in irreversible effects.

5.4 Mandatory Findings

CEQA Guidelines Section 15065 requires the following specific Mandatory Findings of Significance be addressed as part of the environmental review for the project.

- The potential for the project 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
- Project 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.)
- Environmental effects of the project which will cause substantial adverse effects on human beings, either directly or indirectly

Section 4.14.2, *Biological Resources*, describes the project's potential effects on plant and animal species populations, habitats, communities, and migratory patterns and concluded that no impact would occur to biological resources. Section 4.3, *Cultural Resources*, and Section 4.12, *Tribal Cultural Resources*, describe the project's potential effects on important historical and prehistorical cultural and tribal cultural resources and concluded that impacts to cultural and tribal cultural resources would be less than significant after implementation of mitigation. Potential adverse environmental effects to human beings are discussed in Section 4.2, *Air Quality*, Section 4.14.3, *Geology and Soils*, Section 4.7, *Hazards and Hazardous Materials*, Section 4.9, *Noise*, and Section 4.14.8, *Wildfire*. No impact would occur related to wildfire. Impacts related to air quality, geology and soils, and noise would be less than significant. Impacts related to hazards and hazardous materials would be less than significant with mitigation. Therefore, the project would not 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, eliminate important examples of the major periods of California history or prehistory, or cause substantial adverse effects on human beings, either directly or indirectly. Furthermore, the environmental analyses in Sections 4.1 through 4.13 of this EIR conclude with a discussion of the project's contribution to cumulative effects; as discussed in these sections, the project would not result in any cumulatively considerable environmental impacts.

6 Alternatives

As required by Section 15126.6 of the California Environmental Quality Act (*CEQA Guidelines*), this Environmental Impact Report (EIR) examines a range of reasonable alternatives to the proposed project that would feasibly attain most of the project's basic objectives but would avoid or substantially lessen the significant environmental impacts of the project.

6.1 Development of Alternatives

Section 15126.6(c) of the *CEQA Guidelines* requires that an EIR identify alternatives that were considered but rejected as infeasible and provide a brief explanation as to why such alternatives were not fully considered in the EIR. As required by the *CEQA Guidelines*, the selection of alternatives for this EIR included a screening process to determine a reasonable range of alternatives, which could reduce significant effects but also feasibly meet project objectives. Alternatives that do not clearly provide any environmental advantages compared to the project, do not meet basic project objectives, or do not achieve overall lead agency policy goals, have been eliminated from further consideration. The factors that may be considered when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (*CEQA Guidelines* Section 15126.6[f][1]). To develop a reasonable range of alternatives to the project, the City considered the following:

- Project objectives
- Potentially significant impacts of the proposed project
- Alternatives suggested during the scoping process

6.1.1 Project Objectives

As discussed in Section 2.6, *Project Objectives*, the objectives for the proposed project are as follows:

- Enhance downtown vibrancy
- Create a fun and active destination for residents and visitors
- Increase accessibility to businesses and fitness opportunities on Main Street for individuals with disabilities by providing a space to enjoy downtown free from vehicular traffic
- Enhance opportunities for public art
- Provide a venue for community events (such as the weekly Farmers' Market)
- Promote pedestrian activity
- Support low- and moderate-income residents by providing an attraction and event venue with fitness opportunities in proximity to nearby residences, thus reducing the transportation barriers to participating in community events

6.1.2 Potentially Significant Impacts of the Project

As discussed throughout Chapter 4, *Environmental Impact Analysis*, and summarized in Table ES-1 in the Executive Summary, the proposed project would not cause any significant and unavoidable environmental impacts. The proposed project would require mitigation to reduce potentially significant impacts related to cultural resources (archaeological resources), hazards and hazardous materials (exposure to contaminated soils during construction), transportation (hazards and incompatible uses) and tribal cultural resources (TCR). Identified mitigation measures in Chapter 4 would reduce all potentially significant impacts to less-than-significant levels.

6.1.3 Alternatives Suggested During the Scoping Process

The EIR Notice of Preparation (NOP) was issued on June 21, 2024, and a public scoping meeting was held on July 1, 2024. The NOP and comments received (i.e., scoping comments) are included in **Appendix A**. A summary of NOP comments is presented in Chapter 1, *Introduction*. The scoping comments identified the following suggested project alternative, which includes additional design features. The description below also indicates if the alternative has been carried forward for evaluation or dismissed from further consideration.

Incorporation of Parking Structures

Comments on the NOP included a request to consider the incorporation of proposed parking structures on Palm Street and Santa Clara Street into the project's design.

Incorporation of additional parking structures into the project would encourage residents and visitors to drive to the downtown area, which would not meet the project objective to increase accessibility to businesses and fitness opportunities on Main Street for individuals with disabilities by providing a space to enjoy downtown free from vehicular traffic, or the project objective to promote pedestrian activity. Furthermore, the addition of parking structures would not contribute to the project objective to enhance downtown vibrancy, or the project objective to create a fun and active destination for residents and visitors.

Though this alternative was recommended to offset the loss of parking resulting from the proposed project, parking is not considered an environmental issue under CEQA. Therefore, this alternative would not reduce the severity of any potentially significant parking or transportation impacts of the project. Rather, the incorporation of two parking structures into the proposed project would result in additional construction phases, thereby increasing the length of the construction period and the number of construction trips to and from the project site, resulting in additional air quality pollutants, greenhouse gases emissions, and noise and vibration impacts during construction. This alternative would also encourage residents and visitors to drive to the downtown area instead of walk, thereby increasing vehicle miles traveled (VMT) in the region and contributing to mobile sources of air quality pollutants, greenhouse gas emissions, and noise impacts during operation. Furthermore, incorporation of parking structures would increase the project's ground disturbance footprint in both the horizontal and vertical direction, increasing the likelihood for the project to encounter and/or impact cultural resources, paleontological resources, hazards and hazardous materials, and TCRs.

Because this alternative would not meet project objectives nor reduced identified environmental impacts, it does not meet the intent of alternatives as defined in *CEQA Guidelines* Section 15126.6. As such, it was rejected from further consideration in the EIR.

6.1.4 Alternatives Considered but Rejected

Alternative Location

The first step in considering an off-site alternative is identifying whether any of the significant impacts of the project would be avoided or substantially lessened by the relocation. Only locations that would avoid or substantially lessen any of the significant impacts of the project need be considered for inclusion in the EIR (*CEQA Guidelines* Section 15126.6[f][2][A]). If it is determined that no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion (*CEQA Guidelines* Section 15126.6[f][2][B]).

No alternative project locations are analyzed in this EIR. The project involves partial street closures in five blocks of the downtown area and includes the installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves, changes in traffic light operations, and removal of some traffic signal equipment from utility poles. All physical improvements would take place within existing City right-of-way, either in the paved roadway or in the paved sidewalk. The project could be relocated to other five-block areas in the downtown Ventura area, such as on Main Street, between Fir Street and Hemlock Street, or on other east-west corridors, such as Poli Street or Santa Clara Street. However, the project could not be relocated to another five-block area in the downtown core, which is generally described as the intersection of Main Street and California Street (City of Ventura 2007). Furthermore, the proposed project is a continuation of closed-road conditions that have occurred since May 2020 under an emergency ordinance, a Temporary Outdoor Business Expansion Program and subsequent extensions, a Temporary Business Expansion Special Use Permit, and Vehicle Code Section 21101 (a)(1). Therefore, it would be infeasible to relocate the proposed project away from the location of the ongoing roadway closures occurring under existing conditions.

Relocation of the project to a different portion of downtown Ventura would not avoid or substantially lessen the potentially significant environmental impacts of the project. Regardless of location, the project would involve a partial roadway closure and minor physical improvements within the City right-of-way, including the installation of semi-permanent removeable bollards, crash-rated planters, and bollard sleeves and the removal of some traffic signal equipment from utility poles. The potentially significant environmental impacts of the project include cultural resources (archaeological resources), hazards and hazardous materials (exposure to contaminated soils during construction), transportation (hazards and incompatible uses) and TCRs. Each of these impacts are discussed briefly below.

Potentially significant impacts related to cultural resources under the proposed project include impacts to known archeological resources within the Mission Historic District and unknown archeological resources throughout the projects site. As shown in Figure 4.3-1 of Chapter 4.3, *Cultural Resources*, the Mission Historic District spans east-west from Palm Street to Ventura Avenue, and north-south from Poli Street to Santa Clara Street. Therefore, relocation of the project to another portion of Main Street, such as between Fir Street and Hemlock Street, would reduce the potential to significantly impact known archaeological resources associated with the Mission Historic District. However, relocation of the project to another east-west corridor, such as Poli Street or Santa Clara Street, would not avoid or substantially lessen potentially significant environmental impacts to known archaeological resources, as these roadways are within the Mission Historic District. Furthermore, due to the known cultural sensitivity of the entire downtown Ventura area, relocation of the project to a different portion of downtown would not avoid or substantially lessen potentially significant environmental impacts to unknown archaeological resources. Similarly, due to

the known cultural sensitivity of the entire downtown Ventura area, relocation of the project to a different portion of downtown would not avoid or substantially lessen potentially significant environmental impacts to TCRs.

Potentially significant impacts related to hazardous materials under the proposed project include the potential to encounter contaminated soils that have migrated from nearby hazardous material sites during construction, thereby exposing construction workers, visitors, and residents to hazardous materials. Regardless of location, the project would involve ground disturbance associated with the installation of bollards and bollard sleeves. Based on a review of the State Water Resources Control Board's GeoTracker database, there is one closed leaking underground storage tank (LUST) site located adjacent to the intersection of Main Street and Ash Street, two LUST sites located adjacent to Palm Street near Poli Street, one LUST site located adjacent to Chestnut Street near Poli Street, and five LUST sites adjacent to Santa Clara Street (State Water Resources Control Board 2024). As such, relocation of the project to another portion of the downtown Ventura area would not avoid or substantially lessen potentially significant environmental impacts related to hazardous materials.

Potentially significant impacts related to transportation under the proposed project include the creation of transportation hazards and incompatible uses due to closure of a north-south roadway. Specifically, vehicles traveling north on South California Street would not be able to make a legal U-turn as they approach the edge of the proposed closure because there is not adequate roadway width and U-turns are prohibited in all business districts pursuant to Section 22012 of the California Vehicle Code, thus creating a potential transportation hazard due to a geometric design feature. Furthermore, existing parking on the west side of South California Street would be inaccessible, creating a potential incompatible use of the roadway. Regardless of location, the project would involve the closure of a north-south roadway in the downtown area, which is considered a business district, and vehicles traveling north on these roadways would be unable to make a legal U-turn as they approach the edge of the closure area. As such, relocation of the project to another portion of the downtown Ventura area would not avoid or substantially lessen potentially significant environmental impacts related to transportation hazards. Furthermore, parking is currently available on both sides of all north-south roadways in the downtown area. As such, regardless of location, existing parking spaces on one side of the north-south roadway would be inaccessible, creating a potential incompatible use of the roadway. Therefore, relocation of the project to another portion of the downtown Ventura area would not avoid or substantially lessen potentially significant environmental impacts related to incompatible uses.

Consequently, alternative project site locations were considered and rejected, consistent with *CEQA Guidelines* Section 15126.6(c).

6.1.5 Project Alternatives

CEQA Guidelines Section 15126.6(a) states that "an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." The selected alternatives are limited to those that would avoid or substantially lessen any of the significant effects of the project, and those that the lead agency determines could feasibly attain most of the basic objectives of the project. This section presents the selected alternatives and includes an evaluation for the environmental topics addressed in Sections 4.1 to 4.13, although at a more general level to compare the merits of the alternatives to the proposed project (as allowed by *CEQA Guidelines* Section 15126.6[d]).

The following alternatives are evaluated in this EIR, including the CEQA-required “no project” alternative:

- Alternative 1: No Project (Main Street reopens full time)
- Alternative 2: Flex Model/part-time closure of Main Street
- Alternative 3: Reduced Area Closure (a smaller portion of Main Street closes)
- Alternative 4: One-Way Street Closure (closure of a single travel lane on Main Street)

Table 6-1 provides a summary comparison of the development characteristics of the proposed project and each of the alternatives considered. Detailed descriptions of the alternatives are included in Sections 6.2 through 6.5, along with an analysis of the potential environmental impacts of each alternative.

Table 6-1 Comparison of Project Alternatives’ Characteristics

Component	Proposed Project	Alternative 1: No Project	Alternative 2: Flex Model	Alternative 3: Reduced Area Closure	Alternative 4: One-Way Street Closure
Main Street, between Fir Street and Figueroa Plaza	Closed, full-time	Open	Closed, part-time	Closed, full-time, reduced area	Partially closed, full-time
North California Street, between the North California Street parking lot and Main Street	Closed, full-time	Open	Closed, part-time	Either open or closed, full-time	Open
South California Street, between Main Street and the north side of the alleys	Closed, full-time	Open	Closed, part-time	Either open or closed, full-time	Open
Bollards	Installed	Not installed	Installed	Installed	Installed
Bollard Sleeves	Installed	Not installed	Installed	Installed	Installed
Planters	Installed	Not installed	Installed	Installed	Installed
Traffic Light Operation	Intersection signals on Main Street at Chestnut Street, Oak Street, and Palm Street permanently modified to red flash	Full operation	Intersection signals on Main Street at Chestnut Street, Oak Street, and Palm Street modified to red flash part time during roadway closures	Signals at intersections with cross traffic permanently modified to red flash	Full operation
Traffic Signal Equipment	Equipment at South California Street/Main Street intersection and Figueroa Plaza/Main Street intersection removed	Remains in place	Remains in place	Equipment at intersections without cross traffic removed	Equipment removed from eastbound lane only

Component	Proposed Project	Alternative 1: No Project	Alternative 2: Flex Model	Alternative 3: Reduced Area Closure	Alternative 4: One-Way Street Closure
Parking	Permanent loss of up to 171 parking spaces	No loss of parking	Part-time loss of up to 171 parking spaces	Permanent loss of parking spaces within reduced area	Permanent loss of parking spaces adjacent to eastbound travel lane.

6.2 Alternative 1: No Project Alternative

6.2.1 Description

The No Project Alternative assumes Main Street, from Fir Street to Figueroa Plaza; South California Street, from Main Street to the north side of the alleys located south of Main Street; and North California Street, from Main Street to the North California Street parking lot, would not be closed full-time as proposed. Additionally, the associated infrastructure, including semi-permanent removeable bollards, bollard sleeves, and crash rated planters, would not be constructed. Under this alternative, no traffic signal equipment would be removed from utility poles, and all traffic lights would operate under normal conditions.

A five-block portion of Main Street and California Street are currently closed under Vehicle Code Section 21101 (a)(1), which expires on January 31, 2025. Under this alternative, the City would allow the temporary closure to expire on January 31, 2025, and all portions of Main Street and California Street would be reopened to vehicular traffic traveling in both directions. Fortified parklets that have been constructed on Main Street and California Street since approval of the Temporary Outdoor Business Expansion Program on July 13, 2020, and that are in compliance with the requirements of both the *Citywide Parklet Design Guidelines and Standards* and the License Agreement and Fee Structure Program, would remain in place under Alternative 1. All parking spaces on Main Street and California Street that have been inaccessible since closure of the roadway on May 18, 2020, under the original temporary emergency closure ordinance, and that are not occupied by a fortified parklet, would revert to public parking managed by the Downtown Parking District.

The No Project Alternative would not meet any project objectives because the re-opening of Main Street would allow for unobstructed vehicular travel through the project site. Therefore, the No Project Alternative would not enhance downtown vibrancy, create an active destination, increase accessibility for individuals with disabilities, enhance opportunities for public art, provide a venue for community events, promote pedestrian travel, or reduce transportation barriers for low- and moderate-income residents.

6.2.2 Impact Analysis

a. Aesthetics

Under Alternative 1 (No Project), the visual character and quality of the project site and surrounding land uses would generally remain similar to historical conditions under the environmental baseline. There would be no roadway closure or installation of above-ground features such as bollards and planters. As such, Alternative 1 would result in no impacts to scenic vistas. Although impacts to scenic vistas would be less than significant under the proposed project, Alternative 1 would have no

impact, which would be a reduced level of impact as compared to the proposed project. However, Alternative 1 would allow for unobstructed vehicular travel through the project site, resulting in an increased amount of light and glare as compared to the proposed project. This would be a greater impact related to light and glare under Alternative 1 than the proposed project. Alternative 1 would have no impact related to scenic resources located within a State Scenic Highway and no impact related to a conflict with regulations governing scenic quality, similar to the proposed project.

b. Air Quality

As discussed in Section 4.2, *Air Quality*, the proposed project would result in the emission of criteria pollutants and odors during construction. Under Alternative 1 (No Project), no construction would occur, and there would be no construction-related emissions or odors from bollard and bollard sleeve installation. However, the temporary bollards (meridians) located at the edge of the roadway closures to restrict vehicular access to the project site under true existing conditions would be hauled away, resulting in minor amounts of criteria pollutants due to haul truck emissions. Nonetheless, impacts associated with construction under this alternative would be reduced as compared to the proposed project and would remain less than significant. The proposed project would have no operation-related emissions, as the project would not result in a measurable increase in vehicle travel. Furthermore, project operation would not contribute to population growth that would exceed regional growth forecasts or conflict with the 2022 Ventura County Air Quality Management Plan. Therefore, operational impacts under this alternative would be the same as compared to the proposed project. Overall, when compared to the proposed project, Alternative 1 (No Project) would result in reduced construction impacts, and the same operational impacts.

c. Cultural Resources

As discussed in Section 4.3, *Cultural Resources*, the project site encompasses two historic districts and contains known archaeological resources. Furthermore, due to the cultural sensitivity of the entire downtown area, there is a potential for unknown archaeological resources or human remains to be present. No construction would occur under Alternative 1 (No Project). Thus, no ground-disturbing activities would occur, and Alternative 1 would not have the potential to impact known or unknown archaeological resources or human remains. Under this alternative, mitigation measures to reduce impacts to known or unknown archaeological resources would not be required or implemented. Therefore, Alternative 1 would reduce impacts to archaeological resources and human remains, as no impact would occur. Furthermore, Alternative 1 would not result in vibratory impacts to nearby historic built environmental resources during construction. Therefore, no impact to historic built environmental resources would occur. Although this impact would be less than significant under the proposed project, Alternative 1 would have no impact, which would be a reduced level of impact as compared to the proposed project.

d. Energy

As discussed in Section 4.4, *Energy*, the proposed project would result in a less-than-significant impact related to the wasteful, inefficient, or unnecessary consumption of energy resources during both construction and operation. No construction would occur under Alternative 1. However, the existing temporary bollards (meridians) would need to be hauled away, resulting in the consumption of transportation fuel to power the haul trucks. Nonetheless, construction impacts under this alternative would be reduced as compared to the proposed project and would remain less than significant. Furthermore, similar to the proposed project, Alternative 1 would not result in

a measurable increase in vehicle travel, and impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources during operation would remain less than significant.

The open roadway condition under Alternative 1 (No Project) would be consistent with the City of Ventura General Plan (2005). However, Alternative 1 would not fulfill the goals, policies, or actions from the Ventura General Plan related to energy consumption. Specifically, this alternative would fail to use existing roadways to meet mobility needs or help reduce dependence on the automobile. Nevertheless, Alternative 1 would result in a less-than-significant impact related to a conflict with a local plan for renewable energy or energy efficiency, but impacts would be greater as compared to the proposed project.

e. Geology and Soils

As discussed in Section 4.5, *Geology and Soils*, ground disturbance associated with bollard and bollard sleeve installation would reach up to 5.5 feet below the ground surface, while paleontological sensitivity is undetermined at depths greater than 10 feet below the surface. Under Alternative 1 (No Project), no construction would occur. Thus, no ground-disturbing activities would occur, and there would be no impact to paleontological resources under this alternative. Although impacts to paleontological resources would be less than significant under the proposed project, Alternative 1 would have no impact, which would be a reduced level of impact as compared to the proposed project.

f. Greenhouse Gas Emissions

As discussed in Section 4.6, *Greenhouse Gas Emissions*, Alternative 1 would result in a potentially significant impact related to greenhouse gas (GHG) emissions if it would be inconsistent with plans and policies adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. Under Alternative 1, Main Street and California Street would be reopened to vehicular travel full time, which would fail to promote pedestrian activity and reduce dependence on automobiles in the downtown area of Ventura. Therefore, Alternative 1 would not fulfill goals, policies, actions, or objectives from the 2022 Scoping Plan, Southern California Association of Governments' (SCAG) Connect SoCal 2024, or the City of Ventura General Plan (2005) focused on reducing GHG emissions. Impacts would be potentially significant, and this would be a greater impact as compared to the proposed project.

g. Hazards and Hazardous Materials

No construction would occur under Alternative 1 (No Project). Therefore, Alternative 1 (No Project) would not create a significant hazard to the public or the environment through the transport, use, or storage of hazardous materials during project construction, nor would Alternative 1 (No Project) increase the risk of reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Furthermore, the lack of ground-disturbing activities would eliminate the possibility of encountering contaminated soils that have migrated from nearby closed LUST sites. As such, the project would have no impact related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of a school. This would be a reduced level of impact as compared to the proposed project.

The project site is not located within an airport land use plan or within 2 miles of a public airport, nor is the project included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Consequently, similar to the proposed project, the No Project Alternative

would have no impact with respect to safety hazards near an airport and would have no impact on hazardous material sites compiled pursuant to Government Code Section 65962.5.

Alternative 1 (No Project) would allow for unobstructed vehicular access to Main Street, which is identified as an evacuation route, and California Street. As such, Alternative 1 (No Project) would have no impact involving interference with an adopted emergency response plan or emergency evacuation plan. Although impacts would be less than significant under the proposed project, Alternative 1 would have no impact, which would be a reduced level of impact as compared to the proposed project.

h. Land Use and Planning

Alternative 1 (No Project) would result in conditions similar to historical conditions under the environmental baseline. There would be no roadway closure or installation of above-ground features such as bollards and planters. Alternative 1 (No Project) would not disrupt the physical arrangement of the community, as no development that would physically divide an established community would occur. Therefore, there would be no impacts related to physically dividing an established community. Although this impact would be less than significant under the proposed project, Alternative 1 would have no impact, which would be a reduced level of impact as compared to the proposed project.

The open roadway condition under Alternative 1 (No Project) would be consistent with the City of Ventura General Plan (2005). However, Alternative 1 (No Project) would not fulfill goals, policies, actions, or objectives from SCAG's Connect SoCal 2024, the Ventura General Plan, or the *Downtown Specific Plan* (DTSP) related to increased mobility and pedestrian connectivity. Nevertheless, Alternative 1 would result in a less-than-significant impact related to consistency with applicable goals and policies from land use plans, similar to the proposed project.

i. Noise

As discussed in Section 4.9, *Noise*, the proposed project would result in noise and vibration during construction activities. Under Alternative 1 (No Project), no construction would occur. Thus, no impacts related to construction noise and vibration would occur. Although this impact would be less than significant under the proposed project, Alternative 1 would have no impact, which would be a reduced level of impact as compared to the proposed project.

Operation of the proposed project would result in increased pedestrian noise levels, and an increase in traffic noise on nearby roadways due to redistributed traffic from the closed portions of the project site. Under Alternative 1 (No Project), Main Street and California Street would remain open to vehicular traffic, and pedestrian activity would be constrained to the sidewalk. As such, operational noise impacts associated with pedestrian and traffic noise would be reduced under this alternative as compared to the proposed project but would remain less than significant. Similar to the proposed project, operation of Alternative 1 would not include any vibration sources, and no impacts related to operational vibration would occur.

The project site is not located within an airport land use plan or within 2 miles of a public airport. As such, both Alternative 1 and the proposed project would result in no impact with respect to excessive noise levels near an airport.

j. Public Services

Alternative 1 (No Project) would maintain historical baseline conditions in the project site, with both Main Street and California Street open to vehicular traffic. Alternative 1 (No Project) would not involve development or population growth beyond what is currently anticipated by the City and the public service providers, including the Ventura Police Department, Ventura City Fire Department, Ventura Unified School District, City of Ventura Parks Division, and Ventura County Library system. As Alternative 1 (No Project) would not result in the need for new or physically altered public services facilities, no impact would occur. Although impacts to police, fire, and library services would be less than significant under the proposed project, Alternative 1 would have no impact, which would be a reduced level of impact as compared to the proposed project. Alternative 1 would result in the same level of impact to school and park facilities as compared to the proposed project.

k. Transportation

Under Alternative 1 (No Project), all vehicles, including transit and emergency vehicles, would be allowed full access to Main Street and California Street. This open-road condition would continue to be consistent with programs, plans, ordinances, or policies addressing transit, roadway, bicycle, and pedestrian facilities, and no impact would occur. Although impacts would be less than significant under the proposed project, Alternative 1 would have no impact, which would be a reduced level of impact as compared to the proposed project.

Similar to the proposed project, there would be no substantial or measurable increase in vehicle travel under Alternative 1. However, Alternative 1 would not result in vehicle hazards due to geometric design features or incompatible uses, as vehicle access and traffic flows would remain the same as under historical baseline conditions. Specifically, California Street would remain open to two-way traffic, and Mitigation Measure TRA-3 would not be required. Furthermore, Alternative 1 (No Project) would not result in the installation of bollards or planters in the roadway, which would maintain full access to the project site for emergency vehicles. As such, Alternative 1 (No Project) would result in no impact related to hazards or emergency access. This would be a reduced level of impact as compared to the proposed project.

l. Tribal Cultural Resources

As discussed in Section 4.12, *Tribal Cultural Resources*, ground-disturbing activities have the potential to encounter previously undiscovered cultural resources of Native American origin that could be considered TCRs. Under Alternative 1 (No Project), no construction would occur. Thus, no ground disturbing activities would occur, and mitigation measures to reduce impacts to TCRs would not be required or implemented. Therefore, Alternative 1 would result in reduced impacts to TCRs, as no impact would occur.

m. Utilities and Service Systems

Alternative 1 (No Project) would not involve any new development. Consequently, Alternative 1 (No Project) would not require or necessitate the construction of additional water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. Alternative 1 would maintain the historical baseline conditions in the project site and would not result in increased water consumption, wastewater generation, or solid waste generation. Alternative 1 would result in no impacts to utilities and service systems. Although impacts to utilities

and service systems would be less than significant under the proposed project, Alternative 1 would have no impact, which would be a reduced level of impact as compared to the proposed project.

6.3 Alternative 2: Flex Model

6.3.1 Description

This alternative would involve the part-time closure of Main Street, from Fir Street to Figueroa Plaza; South California Street, from Main Street to the north side of the alleys located south of Main Street; and North California Street, from Main Street to the North California Street parking lot, to vehicular traffic. Closure to vehicular traffic would be intermittent, based on an established schedule, under this alternative, and could occur on weekends, such as from 5:00 p.m. on Thursday and through 10:00 p.m. on Sunday each week; on major federal holidays; during permitted events; and/or seasonally, such as from Memorial Day through Labor Day each year. Semi-permanent bollards, bollard sleeves, and crash-rated planters would be constructed and installed under this alternative, similar to the proposed project. However, bollards would be removed from the project site and placed into bollard sleeves during periods when Main Street and California Street are open to allow for vehicular travel, while the planters would remain in place at the edge of the roadways. Under this alternative, no traffic signal equipment would be removed from utility poles. Traffic signals along Main Street at the intersections with Chestnut Street, Oak Street, and Palm Street would be modified to red flash operation part-time during periods of roadways closure.

Fortified parklets that have been constructed on Main Street and California Street since approval of the Temporary Outdoor Business Expansion Program on July 13, 2020, and that comply with the requirements of both the *Citywide Parklet Design Guidelines and Standards* and the License Agreement and Fee Structure Program, would remain in place under Alternative 2. When Main Street and California Street are closed to vehicular traffic, all parking spaces (up to 171) within the closure area would be inaccessible. When Main Street and California Street are open to vehicular traffic, on-street parking would be allowed in any available parking space not occupied by a fortified parklet.

Alternative 2 would fulfill the project objectives when the roadways are closed to vehicular traffic. Specifically, the roadway closure would only enhance downtown vibrancy, create an active destination, increase accessibility, promote pedestrian travel, and reduce transportation barriers when the roadways are closed to vehicular traffic (on weekends, on major holidays, and/or seasonally). However, as the closure would only occur intermittently, the objectives would not be met on a permanent basis.

6.3.2 Impact Analysis

a. Aesthetics

Aboveground features associated with Alternative 2 would include bollards and planters, which would be installed in the same locations as the proposed project. Bollards would be removed during intermittent open-road conditions, but planters would remain in place at the edge of roadways and intersections. No additional development would occur under Alternative 2 that would impact scenic vistas or disrupt the visual character of the downtown area. Impacts related to scenic resources under Alternative 2 would be less than significant, similar to the proposed project. However, impacts related to light and glare would be greater under Alternative 2 as compared to the

proposed project due to light from vehicle headlights and glare from parked or moving vehicles in the area during intermittent periods of open road conditions. Alternative 2 would have no impact related to scenic resources located within a State Scenic Highway and no impact related to a conflict with regulations governing scenic quality, similar to the proposed project. Impacts related to aesthetics would remain less than significant but would be greater under Alternative 2 as compared to the proposed project.

b. Air Quality

Alternative 2 would result in the installation of bollards, bollard sleeves, and planters in the same locations as the proposed project. Therefore, construction would be the same under Alternative 2 as compared to the proposed project. Similar to the proposed project, operation of the flex model under Alternative 2 would not result in a measurable increase in vehicle travel or contribute to population growth that would exceed regional growth forecasts. Therefore, all impacts related to air quality would be the same under Alternative 2 as compared to the proposed project and would remain less than significant.

c. Cultural Resources

Alternative 2 would result in the installation of bollards, bollard sleeves, and planters in the same locations as the proposed project. As such, construction would be the same under Alternative 2 as compared to the proposed project, and mitigation measures would be required to reduce potential impacts to known or unknown archaeological resources during ground disturbing activities to a less-than-significant level. However, similar to the proposed project, construction activities under Alternative 2 would not result in vibratory impacts to nearby historic built environmental resources, and regulatory requirements would ensure ground-disturbing activities would not result in impacts to human remains. Therefore, similar to the proposed project, Alternative 2 would result in a less-than-significant impact to historic built environmental resources and human remains.

d. Energy

Alternative 2 would result in the installation of bollards, bollard sleeves, and planters in the same locations as the proposed project. As such, construction would be the same under Alternative 2 as compared to the proposed project, and this alternative would result in the same amount of energy consumption during construction. Furthermore, similar to the proposed project, Alternative 2 would not result in a measurable increase in vehicle travel. Therefore, impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources during operation would be the same as compared to the proposed project and would remain less than significant.

Alternative 2 would be consistent with the same goals, policies, and actions from the City of Ventura General Plan (2005) as the proposed project. However, Alternative 2 would be consistent with such goals to a lesser extent as compared to the proposed project, because this alternative would only involve part-time closures of Main Street and California Street. Nevertheless, impacts related to a conflict with a local plan for renewable energy or energy efficiency would be less than significant, but impacts would be greater as compared to the proposed project.

e. Geology and Soils

Construction activities, including the depth of ground disturbance required for the installation of bollards and planters, would be the same under Alternative 2 as compared to the proposed project.

Therefore, impacts related to paleontological resources would remain less than significant, similar to the proposed project.

f. Greenhouse Gas Emissions

Alternative 2 would be consistent with the same goals, policies, actions, and objectives as the proposed project from the 2022 Scoping Plan, SCAG's Connect SoCal 2024, or the City of Ventura General Plan (2005) focused on reducing GHG emissions, including the 2022 Scoping Plan's objective to provide a walkable community that promotes pedestrian activity and is free from vehicular traffic in the downtown area of Ventura; SCAG's Connect SoCal 2024 goal to encourage and support the implementation of projects that facilitate multi-modal connectivity and result in improved mobility, accessibility and safety; and the Ventura General Plan policy to help reduce dependence on the automobile. However, Alternative 2 would be consistent with such goals to a lesser extent as compared to the proposed project, because this alternative would only involve part-time closures of Main Street and California Street. Nevertheless, impacts involving a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would remain less than significant but would be greater as compared to the proposed project due to the intermittent open-road conditions.

g. Hazards and Hazardous Materials

Alternative 2 would result in the installation of bollards, bollard sleeves, and planters in the same locations as the proposed project. Therefore, similar to the proposed project, Alternative 2 would involve the use of small quantities of potentially hazardous materials such as vehicle fuels and fluids. Furthermore, ground disturbance associated with the installation of bollards and bollard sleeves could have the potential to create a significant hazard to the public or environment due to possible migration and soil contamination from nearby closed LUST sites. Similar to the proposed project, mitigation would be required to reduce this impact.

The project site associated with Alternative 2 would be the same as the proposed project site. Therefore, impacts involving the generation of hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing school would remain less than significant, similar to the proposed project. Furthermore, the project site associated with Alternative 2 would not be located on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. However, similar to the proposed project, three closed LUST sites would be located on properties adjacent to the Alternative 2 site. Nonetheless, this impact would continue to be less than significant with mitigation, similar to the proposed project. The Alternative 2 project site would not be located within an airport land use plan or within 2 miles of a public airport, and Alternative 2 would have no impact with respect to safety hazards near an airport, similar to the proposed project.

Alternative 2 would allow for intermittent vehicular travel through the project site based on a set project schedule. To facilitate evacuation during closed-road conditions, bollards restricting vehicular access would need to be removed, either via a push button, which would retract the bollard into the ground, or via a key that would allow emergency responders to unlock and physically remove the bollards for placement into the bollard sleeves. During open-road conditions, there would be no restriction of vehicular travel along Main Street, which is identified as an evacuation route. Therefore, impacts related to the implementation of or interference with an adopted emergency response plan or emergency evacuation plan would remain less than significant

but would be reduced as compared to the proposed project due to the intermittent open-road conditions.

h. Land Use and Planning

Alternative 2 would result in the part-time closure of portions of Main Street and California Street, allowing for intermittent vehicular travel through the project site. Under this alternative, the installation of bollards, bollard sleeves, and planters would occur in the same locations as the proposed project. Similar to the proposed project, the intermittent closure of Main Street and California Street to vehicular traffic would not restrict pedestrian access and would not disrupt the physical arrangement of the community. Alternative 2 would result in a less-than-significant impact, similar to the proposed project.

Alternative 2 would be consistent with the same goals, policies, actions, and objectives as the proposed project from SCAG's Connect SoCal 2024, the City of Ventura General Plan (2005), and the DTSP. Such policies include, but are not limited to, the Connect SoCal 2024 goal to encourage and support the implementation of projects that facilitate multi-modal connectivity and shared mobility, and result in improved mobility, accessibility and safety; Policy 4B of the Ventura General Plan aimed at reducing dependence on the automobile; and, Goal 6 of the DTSP that seeks to create an integrated transportation system that effectively serves the Downtown area, making Downtown a place where people prefer to walk, bike, or ride public transit rather than drive a car. However, Alternative 2 would be consistent with such goals to a lesser extent as compared to the proposed project, because this alternative would only involve part-time closures of Main Street and California Street. Nevertheless, impacts involving consistency with applicable goals and policies from land use plans would remain less than significant but would be reduced as compared to the proposed project due to the intermittent open-road conditions.

i. Noise

Alternative 2 would result in the installation of bollards, bollard sleeves, and planters in the same locations as the proposed project. As such, construction-related noise and vibration would be the same under Alternative 2 as compared to the proposed project and would remain less than significant. Similar to the proposed project, Alternative 2 would result in increased pedestrian noise levels, and an increase in traffic noise on nearby roadways due to redistributed traffic. However, these operational impacts would only occur during closed-road conditions. Therefore, operational impacts relation to construction noise would be reduced as compared to the proposed project but would remain less than significant. Similar to the proposed project, operation of Alternative 2 would not include any vibration sources, and no impacts related to operational vibration would occur.

The project site associated with Alternative 2 would be the same as the proposed project site. Therefore, the Alternative 2 project site would not be located within an airport land use plan or within 2 miles of a public airport. As such, both Alternative 2 and the proposed project would result in no impact with respect to excessive noise levels near an airport.

j. Public Services

Alternative 2 would result in the installation of bollards, bollard sleeves, and planters in the same locations as the proposed project. To facilitate access for emergency (police and fire) service vehicles during the intermittent closed-road condition, bollards located in the middle of intersections would need to be removed, either via a push button, which would retract the bollard into the ground, or via a key that would allow emergency responders to unlock and physically

remove the bollards for placement into the bollard sleeves. The time required to remove bollards during closed-road conditions would affect the response times of the Ventura Police Department and the Ventura Fire Department; however, as discussed in Section 4.10, *Public Services*, this increase in response time would not result in the need for new or physically altered fire and police protection facilities, similar to the proposed project. During open-road conditions, there would be no restriction of access for emergency vehicles along Main Street or California Street. Alternative 2 would not include the addition of new police or fire facilities, nor would it introduce new residences or businesses that could increase demand for such public services. Therefore, impacts related to the need for new or physically altered fire or police protection facilities would remain less than significant, similar to the proposed project.

Similar to the proposed project, Alternative 2 would not involve the provision of new or physically altered schools, parks, or libraries, nor would it introduce new residences or businesses that could increase demand for schools, parks, or libraries. During the intermittent roadway closure, the E.P. Foster Library would continue to be accessible from its rear parking lot via Poli Street, Chestnut Street, and Fir Street. As Alternative 2 would not result in the need for new or physically altered schools, parks, or libraries and impacts would be less than significant, similar to the proposed project.

k. Transportation

Similar to the project, Alternative 2 would require Gold Coast Transit District (GCTD) Route 6 to be rerouted from Main Street to Santa Clara Street or another east-west street in the downtown area. This would be consistent with DTSP Action 6.6, which encourages rerouting buses off Main Street. However, with implementation of Alternative 2, GCTD would either permanently reroute Route 6 off of Main Street or reroute Route 6 off of Main Street only when the project site is closed to vehicular traffic. Variable bus routes could conflict with GCTD's goals to provide consistent and accessible transit service, which would be a new impact associated with Alternative 2 as compared to the proposed project. Alternative 2 would be consistent with DTSP Policy 6C, which intends to promote alternative transportation modes while maintaining adequate vehicle movement for commercial use and public safety. However, Alternative 2 would only be consistent with DTSP Policy 6C during the intermittent periods of closed-road conditions. Similarly, Alternative 2 would only be consistent with City of Ventura General Plan (2005) Action 4.12, which encourages the design of roadway improvements that minimize potential conflict between pedestrians, bicycles, and automobiles, and DTSP Policy 6A, which encourages access to and around downtown through a variety of options with an emphasis on walking and other alternative transportation options, during the intermittent periods of closed-road conditions. Impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system would remain less than significant under Alternative 2 but would be greater as compared to the proposed project.

Similar to the proposed project, there would be no substantial or measurable increase in vehicle travel under Alternative 2, as this alternative would be considered an active transportation project intended to promote and improve pedestrian access in the downtown Ventura area during periods. As such, Alternative 2 would result in a less-than-significant impact related to a conflict with *CEQA Guidelines* Section 15064.3, similar to the proposed project.

Alternative 2 could increase hazards due to geometric design features or incompatible uses as compared to the proposed project. While the project site would be closed to vehicular traffic on an established schedule, drivers accustomed to traveling on Main Street and/or California Street during open-road conditions may attempt turn onto Main Street from north-south roadways that bisect

the project site during closed-road conditions, anticipating Main Street to be open to vehicle traffic. Consequently, Alternative 2 would increase hazards due to the inconsistent use of the installed bollards, which may increase potential for conflicts between vehicles and pedestrians.

Additionally, Alternative 2 would result in hazards and incompatible uses on California Street, similar to the proposed project. Under the proposed project, Mitigation Measure TRA-3 requires California Street to be converted into a one-way roadway and requires modification to parking striping on California Street such that parking is accessible to vehicles traveling one way. To accommodate the intermittent closure of the roadways, Mitigation Measure TRA-3 would need to be implemented to avoid significant impacts associated with hazards and incompatible uses during street closures. The changed conditions required under Mitigation Measure TRA-3, including the conversion of California Street to a one-way roadway and modification of parking striping on California Street, would be maintained during open-road conditions. Impacts related to hazards and incompatible uses would remain less than significant, similar to the proposed project.

Alternative 2 would allow for intermittent vehicular travel through the project site based on a set project schedule. Under this alternative, bollards and planters would be installed in the same locations as the proposed project. During periods when the roadways are open, bollards would be removed from the project site and placed into bollard sleeves to allow for vehicular travel, but planters would remain in place at the edge of the roadways such that they would not inhibit vehicular access. To facilitate emergency access during closed-road conditions, bollards located in the middle of intersections would need to be removed, either via a push button, which would retract the bollard into the ground, or via a key that would allow emergency responders to unlock and physically remove the bollards for placement into the bollard sleeves. During open-road conditions, there would be no restriction of emergency access along Main Street or California Street. Therefore, impacts related to inadequate emergency access would remain less than significant but would be reduced as compared to the proposed project due to the intermittent open-road conditions.

I. Tribal Cultural Resources

Construction activities, including ground disturbance required for the installation of bollards and planters, would be the same under Alternative 2 as compared to the proposed project. Therefore, construction of Alternative 2 would have the potential to encounter previously undiscovered cultural resources of Native American origin that could be considered TCRs. As such, mitigation measures would be required to reduce potential impacts to TCRs to a less-than-significant level, similar to the proposed project.

m. Utilities and Service Systems

Similar to the proposed project, Alternative 2 would not result in or facilitate new development that would require or necessitate the construction of additional water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. Under this alternative, bollards and planters would be installed in the same locations as the proposed project. As such, small quantities of water would be required during construction for dust suppression, which would be potable or non-potable water provided by Ventura Water. Similar to the proposed project, water consumption associated with dust suppression would be temporary and minimal because only disturbed areas associated with bollard installation would need to be watered. Similar to the proposed project, construction of Alternative 2 would result in minimal amounts of wastewater associated with use of portable toilets by construction workers; Alternative 2 would not

result in wastewater generation during operation. Construction activities may temporarily generate solid waste, including soil spoils or other construction waste, which would be disposed pursuant to all applicable federal, State, and local statutes and regulations, similar to the proposed project. Due to the temporary nature of construction and minimal amount of construction waste anticipated to require disposal, Alternative 2 would not generate quantities of solid waste that would account for a substantial percentage of the total daily regional permitted capacity available at the Toland Road Landfill. Therefore, Alternative 2 would result in similar impacts to utilities and service systems as the proposed project, and such impacts would be less than significant.

6.4 Alternative 3: Reduced Closure Area

6.4.1 Description

Similar to the proposed project, this alternative would involve the full-time, long-term closure of a portion of Main Street and/or California Street. However, full-time, long-term closure to vehicular traffic would occur in a smaller portion of the downtown area. The reduced closure area would occur in one of the following locations:

- Main Street only
- Main Street from Chestnut Street to Figueroa Plaza, South California Street from Main Street to the north side of the alleys located south of Main Street, and North California Street from Main Street to the North California Street parking lot
- Main Street from Fir Street to Palm Street, South California Street from Main Street to the north side of the alleys located south of Main Street, and North California Street from Main Street to the North California Street parking lot

Semi-permanent bollards, bollard sleeves, and crash-rated planters would be installed under this alternative, but only within the areas of Main Street and/or California Street that are closed to vehicular traffic. Thus, fewer bollards, bollard sleeves, and crash rated planters would be installed in the downtown area under this alternative. Under this alternative, traffic signal equipment would only be removed from utility poles within the project site at intersections with no cross traffic. Traffic signals at intersections with cross traffic within the project site would be permanently modified to red flash operation.

Fortified parklets that have been constructed on Main Street and California Street since approval of the Temporary Outdoor Business Expansion Program on July 13, 2020, and that comply with the requirements of both the *Citywide Parklet Design Guidelines and Standards* and the License Agreement and Fee Structure Program, would remain in place under Alternative 3. This alternative would result in the permanent loss of all parking spaces within the closure area; however, a reduced number of parking spaces would be lost under Alternative 3 due to the reduced closure area. Available parking spaces outside the project site street not occupied by a fortified parklet would revert to or be maintained as public parking.

Alternative 3 would be less successful in fulfilling the project objectives, because the closure would result in less opportunity to enhance downtown vibrancy, less opportunity to enhance public art, less opportunity to promote pedestrian travel, and less opportunity to reduce transportation barriers. Furthermore, due to the smaller closure area, Alternative 3 would provide a smaller active destination and a smaller venue for community events. Although Alternative 3 would still increase

accessibility for individuals with disabilities, it would be less successful in achieving this objective due to the roadway closure occurring in a smaller portion of the downtown area.

6.4.2 Impact Analysis

a. Aesthetics

Alternative 3 would close a smaller portion of the downtown area. As such, Alternative 3 would require the installation of fewer bollards and planters as compared to the proposed project, resulting in reduced impacts related to scenic vistas. However, because of the smaller closure site, vehicles would be allowed in more downtown areas as compared to the proposed project, resulting in greater impacts related to light and glare under Alternative 3 from vehicle headlights and glare from parked or moving vehicles. Alternative 3 would have no impact related to scenic resources located within a State Scenic Highway and no impact related to a conflict with regulations governing scenic quality, similar to the proposed project. Impacts related to aesthetics would remain less than significant but would be greater under Alternative 3 than the proposed project due to increased light and glare in the downtown area.

b. Air Quality

As Alternative 3 would close a smaller portion of the downtown area, fewer bollards, bollard sleeves, and planters would be required, resulting in a shorter construction period as compared to the proposed project. Therefore, Alternative 3 would result in less construction-related emissions and odors. Similar to the proposed project, operation of Alternative 3 would not result in a measurable increase in vehicle travel or contribute to population growth that would exceed regional growth forecasts. Therefore, impacts related to air quality would remain less than significant but would be reduced under Alternative 3 as compared to the proposed project due to the shorter construction period.

c. Cultural Resources

Alternative 3 would result in the installation of bollards, bollard sleeves, and planters in a smaller area and in fewer locations as compared to the proposed project. However, construction activities associated with Alternative 3 would still require ground disturbance, and mitigation measures would be required to reduce potential impacts to archaeological resources during ground-disturbing activities to a less-than-significant level. However, Alternative 3 would result in less disturbance than the proposed project and would consequently have a smaller potential to unearth archaeological resources and a lesser impact when compared to the proposed project. Similar to the proposed project, construction activities under Alternative 3 would not result in vibratory impacts to nearby historic built environmental resources, and regulatory requirements would ensure ground-disturbing activities would not result in impacts to human remains. Therefore, similar to the proposed project, Alternative 3 would result in a less-than-significant impact to historic built environmental resources and human remains.

d. Energy

Alternative 3 would result in a shorter construction period as compared to the proposed project. Thus, this alternative would result in less energy consumption. Similar to the proposed project, Alternative 3 would not result in a measurable increase in vehicle travel. Impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources would remain less than

significant, would be reduced during construction, and would be the same during operation as compared to the proposed project.

Alternative 3 would be consistent with the same goals, policies, and actions as the proposed project from the City of Ventura General Plan (2005). Among others, Alternative 3 would be consistent with Action 4.5 to utilize existing roadways to meet mobility needs, and Policy 4B to help reduce dependence on the automobile. Impacts related to a conflict with a local plan for renewable energy or energy efficiency would remain less than significant, similar to the proposed project.

e. Geology and Soils

Construction activities associated with Alternative 3 would result in the same depth of ground disturbance as compared to the proposed project. However, Alternative 3 would result in less disturbance than the proposed project and would consequently have a smaller potential to unearth paleontological resources. Therefore, impacts related to paleontological resources would remain less than significant and would be reduced when compared to the proposed project.

f. Greenhouse Gas Emissions

Alternative 3 would be consistent with the same goals, policies, actions, and objectives as the proposed project from the 2022 Scoping Plan, SCAG's Connect SoCal 2024, or the City of Ventura General Plan (2005) focused on reducing GHG emissions, including the 2022 Scoping Plan's objective to provide a walkable community that promotes pedestrian activity and is free from vehicular traffic in the downtown area of Ventura; SCAG's Connect SoCal 2024 goal to encourage and support the implementation of projects that facilitate multi-modal connectivity and result in improved mobility, accessibility and safety; and, the Ventura General Plan policy to help reduce dependence on the automobile. Impacts involving a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would remain less than significant, similar to the proposed project.

g. Hazards and Hazardous Materials

Alternative 3 would result in the installation of bollards, bollard sleeves, and planters, but in fewer locations as compared to the proposed project. Nonetheless, similar to the proposed project, construction activities under Alternative 3 would involve the use of small quantities of potentially hazardous materials such as vehicle fuels and fluids. Furthermore, ground disturbance associated with the installation of bollards and bollard sleeves could have the potential to create a significant hazard due to possible migration and soil contamination from nearby closed LUST sites. Similar to the proposed project, mitigation would be required to reduce this impact.

The project site associated with Alternative 3 would consist of a smaller portion of the proposed project site. Thus, it is anticipated that the nearest school (Holy Cross School) would still be located within 0.25 mile of the project site for Alternative 3. However, impacts involving the generation of hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing school would be less than significant, similar to the proposed project. Furthermore, the project site for Alternative 3 would not be located on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Similar to the proposed project, three closed LUST sites would be located on properties adjacent or near the Alternative 3 site. Nonetheless, similar to the proposed project, this impact would continue to be less than significant with mitigation, similar to the proposed project.

The project site for Alternative 3 would not be located within an airport land use plan or within 2 miles of a public airport. Consequently, similar to the proposed project, Alternative 3 would have no impact with respect to safety hazards near an airport.

Alternative 3 would involve the full-time closure of a portion of Main Street, an identified evacuation route, and California Street to vehicular traffic. Similar to the proposed project, Alternative 3 would include the installation of semi-permanent removeable bollards and crash-rated planters to limit general traffic. To facilitate emergency evacuation, bollards would be removed, either via a push button, which would retract the bollard into the ground, or via a key that would allow emergency responders to unlock and physically remove the bollards for placement into the bollard sleeves. Therefore, impacts related to the implementation of or interference with an adopted emergency response plan or emergency evacuation plan would remain less than significant, similar to the proposed project.

h. Land Use and Planning

Alternative 3 would involve the full-time closure of a smaller portion of Main Street and California Street to vehicular traffic. Similar to the proposed project, allowing for full pedestrian access to portions of these roadways would not disrupt the physical arrangement of the community, as no development that would physically divide an established community would occur. Consequently, Alternative 3 would result in a less-than-significant impact, similar to the proposed project.

Alternative 3 would be consistent with the same goals, policies, actions, and objectives as the proposed project from SCAG's Connect SoCal 2024, the City of Ventura General Plan (2005), and the DTSP. Specifically, Alternative 3 would be consistent with the Connect SoCal 2024 goal to encourage and support the implementation of projects that facilitate multi-modal connectivity and shared mobility, and result in improved mobility, accessibility and safety; Policy 4B of the Ventura General Plan aimed at reducing dependence on the automobile; and, Goal 6 of the DTSP that seeks to create an integrated transportation system that effectively serves the Downtown area, making Downtown a place where people prefer to walk, bike, or ride public transit rather than drive a car. Impacts involving consistency with applicable goals and policies from land use plans would remain less than significant, similar to the proposed project.

i. Noise

As Alternative 3 would result in a shorter construction period compared to the proposed project, this alternative would result in less construction-related noise and vibration. Consequently, construction-related noise and vibration would be reduced under Alternative 3 as compared to the proposed project but would remain less than significant. Similar to the proposed project, Alternative 3 would result in increased pedestrian noise levels, and an increase in traffic noise on nearby roadways due to redistributed traffic. Therefore, operational impacts related to construction noise would be similar to the proposed project and would remain less than significant. Furthermore, similar to the proposed project, operation of Alternative 3 would not include any vibration sources, and no impacts related to operational vibration would occur.

The project site associated with Alternative 3 would consist of a smaller portion of the proposed project site. Thus, the Alternative 3 project site would not be located within an airport land use plan or within 2 miles of a public airport, and both Alternative 3 and the proposed project would result in no impact with respect to excessive noise levels near an airport.

j. Public Services

Similar to the proposed project, closure of portions of Main Street and California Street to vehicular traffic would involve the installation of bollards, bollard sleeves, and planters. To facilitate access for emergency (police and fire) service vehicles, bollards located in the middle of intersections would need to be removed, either via a push button, which would retract the bollard into the ground, or via a key that would allow emergency responders to unlock and physically remove the bollards for placement into the bollard sleeves. The time required to remove bollards during closed-road conditions would affect the response times of the Ventura Police Department and the Ventura Fire Department, similar to the proposed project. However, as discussed in Section 4.10, *Public Services*, this increase in response time would not result in the need for new or physically altered fire and police protection facilities, similar to the proposed project. Additionally, due to the reduced closure area under Alternative 3, a smaller portion of the downtown area would be inaccessible to emergency vehicles, and fewer bollards would need to be removed during an emergency response. Therefore, the increase in emergency response times would be reduced under this alternative as compared to the proposed project. Alternative 3 would not include the addition of new police or fire facilities, nor would it introduce new residences or businesses that could increase demand for such public services. Overall, impacts to police and fire facilities would remain less than significant. However, because fewer bollards would need to be removed to allow for emergency access under Alternative 3, impacts to emergency response times would be reduced as compared to the proposed project.

Similar to the proposed project, Alternative 3 would not involve the provision of new or physically altered schools, parks, or libraries, nor would it introduce new residences or businesses that could increase demand for schools, parks, or libraries. The E.P. Foster Library would continue to be accessible from its rear parking lot via Poli Street, Chestnut Street, and Fir Street. Depending on the selected location of the reduced closure area, vehicle access and parking at the front entrance of the P. Foster Library that would result in reduced impacts to library facilities. Nonetheless, Alternative 3 would not result in the need for new or physically altered schools, parks, or libraries. Impacts would be less than significant, similar to the proposed project.

k. Transportation

Similar to the proposed project, Alternative 3 would require GCTD Route 6 to be rerouted from Main Street to Santa Clara Street or another east-west street in the downtown area. This would be consistent with DTSP Action 6.6, which encourages rerouting buses off of Main Street. Alternative 3 would also be consistent with City of Ventura General Plan (2005) Action 4.12, which encourages the design of roadway improvements that minimize potential conflict between pedestrians, bicycles, and automobiles; DTSP Policy 6C, which intends to promote alternative transportation modes while maintaining adequate vehicle movement for commercial use and public safety; and DTSP Policy 6A, which encourages access to and around downtown through a variety of options with an emphasis on walking and other alternative transportation options. Impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system would remain less than significant under Alternative 3, similar to the proposed project.

Similar to the proposed project, there would be no substantial or measurable increase in vehicle travel under Alternative 3, as this alternative would be considered an active transportation project intended to promote and improve pedestrian access in the downtown Ventura area. As such, Alternative 3 would result in a less-than-significant impact related to a conflict with *CEQA Guidelines* Section 15064.3, similar to the proposed project.

Alternative 3 may result in an increase in transportation hazards due to a geometric design feature and incompatible use. If the project site associated with Alternative 3 includes California Street, similar impacts related to hazards and incompatible uses would occur, as vehicles traveling north on South California Street would not be able to make a legal U-turn as they approach the bollards and planters at the edge of the closure area. Mitigation Measure TRA-3 would be required under this alternative, which would convert South California Street to one-way northbound traffic only between Santa Clara Street and the reduced closure area, eliminating the need for vehicles to make an illegal U-turn and allowing for compatible access to the existing on-street parking. Therefore, impacts related to hazards and incompatible uses would remain less than significant, similar to the proposed project.

Alternative 3 would involve the full-time closure of a smaller portion of Main Street and California Street to vehicular traffic. Similar to the proposed project, Alternative 3 would include the installation of semi-permanent removeable bollards and crash-rated planters to limit general traffic. To facilitate emergency access, bollards would be removed, either via a push button, which would retract the bollard into the ground, or via a key that would allow emergency responders to unlock and physically remove the bollards for placement into the bollard sleeves. Therefore, impacts related to inadequate emergency access would remain less than significant. However, due to the reduced closure area under Alternative 3, a smaller portion of the downtown area would be inaccessible to emergency vehicles, and fewer bollards would need to be removed during an emergency response. Therefore, impacts related to emergency access would be reduced as compared to the proposed project.

I. Tribal Cultural Resources

Alternative 3 would result in the installation of bollards, bollard sleeves, and planters in a smaller area and in fewer locations as compared to the proposed project. However, construction activities associated with Alternative 3 would still require ground disturbance. Construction of Alternative 3 would have the potential to encounter TCRs, and mitigation measures would be required to reduce potential impacts to a less-than-significant level. However, Alternative 3 would result in less disturbance than the proposed project and would consequently have a smaller potential to unearth TCRs and a lesser impact when compared to the proposed project.

m. Utilities and Service Systems

Alternative 3 would not result in or facilitate new development that would require or necessitate the construction of additional water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. Similar to the proposed project, small quantities of water would be required during construction for dust suppression, which would be potable or non-potable water provided by Ventura Water. However, as Alternative 3 would close a smaller portion of the downtown area, fewer bollards, bollard sleeves, and planters would be required, resulting in reduced water consumption associated with dust suppression. Similar to the proposed project, construction of Alternative 3 would result in minimal amounts of wastewater associated with use of portable toilets by construction workers. However, a shorter construction period would result in less wastewater being generated by construction workers. Similar to the proposed project, Alternative 3 would not result in wastewater generation during operation. Construction activities under Alternative 3 may also temporarily generate solid waste, including soil spoils or other construction waste, which would be disposed pursuant to all applicable federal, State, and local statutes and regulations. Due to the reduced closure area and shorter construction period, the amount of

construction waste anticipated to require disposal under Alternative 3 would be less than the proposed project. Overall, impacts related to utilities and service systems under Alternative 3 would remain less than significant but would be reduced as compared to the proposed project.

6.5 Alternative 4: One-Way Street Closure

6.5.1 Description

This alternative would involve the full-time, long-term closure of Main Street in the eastbound direction only. Main Street in the westbound direction and California Street in both the northbound and southbound directions would remain open. Closure to eastbound vehicular traffic on Main Street would be full-time under this alternative. Semi-permanent bollards, bollard sleeves, and crash-rated planters would be installed in the eastbound travel lane under this alternative to allow for unobstructed vehicular travel in the westbound travel lane. Under this alternative, traffic signal equipment would be removed from utility poles in the eastbound direction only; all remaining traffic lights would operate under normal conditions.

Fortified parklets that have been constructed on Main Street and California Street since approval of the Temporary Outdoor Business Expansion Program on July 13, 2020, and that comply with the requirements of both the *Citywide Parklet Design Guidelines and Standards* and the License Agreement and Fee Structure Program, would remain in place under Alternative 4. This alternative would result in the permanent loss of all parking spaces adjacent to the eastbound travel lane. Available parking spaces adjacent to the westbound travel lane would revert to public parking.

Alternative 4 would partially fulfill the project objectives, because allowing westbound vehicular traffic to flow through the project site would not enhance downtown vibrancy or provide a venue for community events. Furthermore, Alternative 4 would only partially increase accessibility for individuals with disabilities, and partially enhance opportunities for public art. Similar to Alternative 3, Alternative 4 would provide less opportunity to promote pedestrian travel and less opportunity to reduce transportation barriers because vehicular travel would occur in the westbound direction on Main Street and on California Street.

6.5.2 Impact Analysis

a. Aesthetics

Alternative 4 would allow for unobstructed vehicular travel in the northbound and southbound directions on California Street, and unobstructed vehicular travel in the westbound direction on Main Street. Under this alternative, aboveground structures such as bollards and planters would be installed in the eastbound travel lane only to restrict traffic flow. Similar to the proposed project, these features would result in a less-than-significant impact to scenic vistas. However, the additional vehicular travel on California Street and Main Street would result in greater impacts related to light and glare as compared to the proposed project due to light from vehicle headlights and glare from parked or moving vehicles. Alternative 4 would have no impact related to scenic resources located within a State Scenic Highway and no impact related to a conflict with regulations governing scenic quality, similar to the proposed project. Impacts related to aesthetics would remain less than significant but would be greater under Alternative 4 than the proposed project.

b. Air Quality

Alternative 4 would result in the installation of bollards and planters in the eastbound travel lane only to restrict traffic flow. It is anticipated that the construction period required to install these features under Alternative 4 would be the same as compared to the proposed project (six weeks). Similar to the proposed project, operation of Alternative 4 would not result in a measurable increase in vehicle travel or contribute to population growth that would exceed regional growth forecasts. Therefore, impacts related to air quality would be the same under Alternative 4 as compared to the proposed project and would remain less than significant.

c. Cultural Resources

Alternative 4 would result in the installation of bollards and planters in the eastbound travel lane only to restrict traffic flow. Due to the known sensitivity of the entire project site, ground disturbance in the eastbound travel lane would result in potentially significant impacts to known or unknown archaeological resources. Mitigation measures would be required to reduce potential impacts to a less-than-significant level, similar to the proposed project. However, Alternative 4 would result in less disturbance than the proposed project and would consequently have a smaller potential to unearth archaeological resources and a lesser impact when compared to the proposed project. Similar to the proposed project, construction activities under Alternative 4 would not result in vibratory impacts to nearby historic built environmental resources, and regulatory requirements would ensure ground-disturbing activities would not result in impacts to human remains. Therefore, similar to the proposed project, Alternative 4 would result in a less-than-significant impact to historic built environmental resources and human remains.

d. Energy

Alternative 4 is anticipated to result in the same length of construction as compared to the proposed project (six weeks). Therefore, this alternative would result in the same amount of energy consumption during construction. Furthermore, similar to the proposed project, Alternative 4 would not result in a measurable increase in vehicle travel. Impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources would remain less than significant and would be the same as the proposed project.

Similar to the proposed project, Alternative 4 would be consistent with the goals, policies, and actions of the City of Ventura General Plan (2005). Specifically, Alternative 4 would be consistent with Action 4.5 to utilize existing roadways to meet mobility needs, and Policy 4B to help reduce dependence on the automobile. However, Alternative 4 would be consistent with such goals to a lesser extent as compared to the proposed project, because this alternative would still allow for vehicular travel on Main Street in the westbound direction, and full vehicular access on California Street. Nevertheless, impacts related to a conflict with a local plan for renewable energy or energy efficiency would remain less than significant, but impacts would be greater as compared to the proposed project.

e. Geology and Soils

Construction activities associated with Alternative 4 would result in the same depth of ground disturbance as compared to the proposed project. However, Alternative 4 would result in less disturbance than the proposed project and would consequently have a smaller potential to unearth

paleontological resources. Therefore, impacts related to paleontological resources would remain less than significant and would reduce when compared to the proposed project.

f. Greenhouse Gas Emissions

Similar to the proposed project, Alternative 4 would be consistent with the goals, policies, actions, and objectives from the 2022 Scoping Plan, SCAG's Connect SoCal 2024, or the City of Ventura General Plan (2005) focused on reducing GHG emissions. Specifically, this alternative would align with the 2022 Scoping Plan's objective to provide a walkable community that promotes pedestrian activity; SCAG's Connect SoCal 2024 goal to encourage and support the implementation of projects that facilitate multi-modal connectivity and result in improved mobility, accessibility and safety; and the Ventura General Plan policy to help reduce dependence on the automobile. However, Alternative 4 would be consistent with such goals to a lesser extent as compared to the proposed project, because this alternative would still allow for vehicular travel on Main Street in the westbound direction, and full vehicular access on California Street. Nevertheless, impacts involving a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs would remain less than significant but would be greater as compared to the proposed project.

g. Hazards and Hazardous Materials

Similar to the proposed project, construction activities under Alternative 4 would involve the use of small quantities of potentially hazardous materials such as vehicle fuels and fluids. Furthermore, ground disturbance associated with the installation of bollards and bollard sleeves could have the potential to create a significant hazard to the public or environment due to possible migration and soil contamination from nearby closed LUST sites. Similar to the proposed project, mitigation would be required to reduce this impact.

The project site associated with Alternative 4 would be the same as the proposed project site. Therefore, impacts involving the generation of hazardous emissions or handling of hazardous materials, substances, or waste within 0.25 mile of an existing school would remain less than significant, similar to the proposed project. Furthermore, the project site associated with Alternative 4 would not be located on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. However, similar to the proposed project, three closed LUST sites would be located on properties adjacent to the Alternative 4 site. Nonetheless, this impact would continue to be less than significant with mitigation, similar to the proposed project. The Alternative 4 project site would not be located within an airport land use plan or within 2 miles of a public airport, and Alternative 4 would have no impact with respect to safety hazards near an airport, similar to the proposed project.

Under Alternative 4, Main Street would be fully closed to vehicular travel in the eastbound direction. To restrict vehicular travel, bollards and planters would be installed in the eastbound travel lane. Main Street is an identified evacuation route; in an emergency situation, traffic would need to flow east on Main Street toward Seaward Avenue (City of Ventura n.d.). To facilitate evacuation, bollards would need to be removed, either via a push button, which would retract the bollard into the ground, or via a key that would allow emergency responders to unlock and physically remove the bollards for placement into the bollard sleeves. As compared to the proposed project, Alternative 4 could require the removal of additional bollards to ensure unobstructed evacuation throughout the project site. Therefore, impacts related to the implementation of or

interference with an adopted emergency response plan or emergency evacuation plan would remain less than significant but would be greater as compared to the proposed project.

h. Land Use and Planning

Alternative 4 would allow for unobstructed vehicular travel in the northbound and southbound directions on California Street, and unobstructed vehicular travel in the westbound direction on Main Street. Main Street would be fully closed to vehicular travel in the eastbound direction. As Alternative 4 would allow for full pedestrian access and use of the westbound lane on Main Street within the project site, and vehicular access and use of the eastbound travel lane on Main Street and all of California Street, this alternative would not disrupt the physical arrangement of the community, as no development that would physically divide an established community would occur. Consequently, Alternative 4 would result in a less-than-significant impact, similar to the proposed project.

Similar to the proposed project, Alternative 4 would be consistent with the goals, policies, actions, and objectives of Connect SoCal 2024, the City of Ventura General Plan (2005), and the DTSP. Specifically, this alternative would align with the Connect SoCal 2024 goal to encourage and support the implementation of projects that facilitate multi-modal connectivity and shared mobility, and result in improved mobility, accessibility and safety; Policy 4B of the Ventura General Plan aimed at reducing dependence on the automobile; and, Goal 6 of the DTSP that seeks to create an integrated transportation system that effectively serves the Downtown area, making Downtown a place where people prefer to walk, bike, or ride public transit rather than drive a car. However, Alternative 4 would be consistent with such goals to a lesser extent as compared to the proposed project, because this alternative would still allow for vehicular travel on Main Street in the westbound direction, and full vehicular access on California Street. Nevertheless, impacts involving consistency with applicable goals and policies from land use plans would remain less than significant, but impacts would be greater as compared to the proposed project.

i. Noise

Alternative 4 is anticipated to result in the same length of construction as compared to the proposed project (six weeks). Therefore, construction-related noise and vibration would be the same under Alternative 4 as compared to the proposed project and would remain less than significant. Similar to the proposed project, Alternative 4 would result in increased pedestrian noise levels on Main Street. However, Alternative 4 would not result in an increase in traffic noise on nearby roadways because vehicular travel would be permitted on Main Street in the westbound travel lane, and vehicular travel would be permitted in both directions on California Street. Alternative 4 would result in an increase in vehicle roadway on other roads, as eastbound vehicle traffic would still be diverted; however, this increase would be lesser when compared to the proposed project. Therefore, operational impacts related to construction noise would be reduced as compared to the proposed project but would remain less than significant. Similar to the proposed project, operation of Alternative 4 would not include any vibration sources, and no impacts related to operational vibration would occur.

The project site associated with Alternative 4 would be the same as the proposed project site. Therefore, the Alternative 4 project site would not be located within an airport land use plan or within 2 miles of a public airport, and both Alternative 4 and the proposed project would result in no impact with respect to excessive noise levels near an airport.

j. Public Services

Alternative 4 would allow for unobstructed vehicular travel in the northbound and southbound directions on California Street, and unobstructed vehicular travel in the westbound direction on Main Street. As such, emergency vehicles would be able to fully access California Street, but emergency vehicles responding to calls for emergency service on Main Street would be required to flow in the westbound direction only. As opposed to the proposed project, bollards would not need to be removed from the project site to facilitate emergency access to the project site. Furthermore, because the nearest police station is located east of the project site, emergency vehicles responding to calls for emergency service would be likely to travel in the westbound direction on Main Street regardless of lane closures. Therefore, Alternative 4 would not be anticipated to increase emergency response times. Similar to the proposed project, this alternative would not include the addition of new police or fire facilities, nor would it introduce new residences or businesses that could increase demand for such public services, and impacts would remain less than significant. However, due to the lack of increase in emergency response times, impacts related to fire and police services would be reduced under Alternative 4 as compared to the proposed project.

Similar to the proposed project, Alternative 4 would not involve the provision of new or physically altered schools, parks, or libraries, nor would it introduce new residences or businesses that could increase demand for schools, parks, or libraries. However, the entrance to the E.P. Foster Library is located on the west side of Main Street. As such, this alternative would result in no impact to access to the E.P. Foster Library, because access conditions would be similar to historical baseline. Accordingly, impacts related to the provision of new or physically altered schools, parks, or libraries would remain less than significant, but impacts would be reduced under Alternative 4 as compared to the proposed project.

k. Transportation

Alternative 4 would allow for unobstructed vehicular travel in the northbound and southbound directions on California Street, and unobstructed vehicular travel in the westbound direction on Main Street. Main Street would be fully closed to vehicular travel in the eastbound direction. Under historical baseline conditions, GCTD Route 6 travels east-west on Main Street between Stop 8, located at the intersection of Main Street and Seaward Avenue, and Stop 9, located at the intersection of Main Street and Ventura Avenue. Therefore, under this alternative, GCTD Route 6 would not need to be rerouted from Main Street to another east-west street. This would be inconsistent with the DTSP Action 6.6, which encourages rerouting buses off of Main Street. Furthermore, Alternative 4 would be inconsistent with City of Ventura General Plan (2005) Action 4.12, which encourages the design of roadway improvements that minimize potential conflict between pedestrians, bicycles, and automobiles, because Main Street would be open to vehicular travel in the westbound direction, and California Street would be fully open to vehicular travel. However, Alternative 4 would be consistent with DTSP Policy 6C, which intends to promote alternative transportation modes while maintaining adequate vehicle movement for commercial use and public safety, and DTSP Policy 6A, which encourages access to and around downtown through a variety of options with an emphasis on walking and other alternative transportation options. Therefore, impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system would remain less than significant under Alternative 4 but would be greater as compared to the proposed project.

Similar to the proposed project, there would be no substantial or measurable increase in vehicle travel under Alternative 4, as this alternative would still be considered an active transportation

project intended to promote and improve pedestrian access in the downtown Ventura area. As such, Alternative 4 would result in a less-than-significant impact related to a conflict with *CEQA Guidelines* Section 15064.3, similar to the proposed project.

Alternative 4 would allow for full, unobstructed vehicular use of California Street. Furthermore, bollards and planters installed in the eastbound travel lane on Main Street would be rated for vehicle crashes at minimum speeds of 30 to 35 miles per hour, the speed limit of nearby downtown roadways, which would reduce the potential for conflict between pedestrians and vehicles on Main Street. As such, Alternative 4 would result in a less-than-significant impact related to transportation hazards and incompatible use, and no mitigation would be required. This would be a reduced impact as compared to the proposed project.

Under Alternative 4, emergency access would be fully maintained on California Street, but emergency access to Main Street would be restricted to flows in the westbound direction only. As opposed to the proposed project, bollards would not need to be removed to facilitate emergency access to the project site. Therefore, Alternative 4 would remain less than significant but would be reduced as compared to the proposed project.

I. Tribal Cultural Resources

Alternative 4 would result in the installation of bollards and planters in the eastbound travel lane only. However, construction activities associated with Alternative 4 would result in the same depth of ground disturbance as compared to the proposed project. Therefore, construction of Alternative 4 would have the potential to encounter TCRs, and mitigation measures would be required to reduce potential impacts to a less-than-significant level. However, Alternative 4 would result in less disturbance than the proposed project and would consequently have a smaller potential to unearth TCRs and a lesser impact when compared to the proposed project.

m. Utilities and Service Systems

Similar to the proposed project, Alternative 4 would not result in or facilitate new development that would require or necessitate the construction of additional water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. Alternative 4 would result in the installation of bollards, bollard sleeves, and planters in the eastbound travel lane only to restrict traffic flow. It is anticipated that the construction period required to install these features under Alternative 4 would be the same as compared to the proposed project (six weeks). Therefore, similar to the proposed project, only small quantities of water would be required during construction for dust suppression, which would be potable or non-potable water provided by Ventura Water. Similar to the proposed project, water consumption associated with dust suppression would be temporary and minimal because only disturbed areas associated with bollard installation would need to be watered. Construction of Alternative 4 would result in the same amount of wastewater associated with use of portable toilets by construction workers, and Alternative 4 would not result in wastewater generation during operation, similar to the proposed project. Construction activities may temporarily generate solid waste, including soil spoils or other construction waste, which would be disposed of in accordance with all applicable federal, State, and local statutes and regulations. Due to the temporary nature of construction and minimal amount of construction waste anticipated to require disposal, Alternative 4 would not generate quantities of solid waste that would account for a substantial percentage of the total daily regional permitted capacity available at the Toland Road Landfill, similar to the proposed project. Therefore, Alternative

4 would result in similar impacts to utilities and service systems as the proposed project, and such impacts would remain less than significant.

6.6 Environmentally Superior Alternative

CEQA requires the identification of an environmentally superior alternative among the alternatives evaluated in an EIR. *CEQA Guidelines* Section 15126.6(e)(2) provides that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

This discussion identifies the environmentally superior alternative by assessing the degree to which each alternative avoids significant environmental impacts. In some cases, an alternative will avoid one or more significant impacts identified for the proposed project but then introduce one or more new significant impacts. Therefore, selection of the environmentally superior alternative requires an overall assessment of the changes in the number and type of significant impacts.

The *CEQA Guidelines* do not define a specific methodology for determining the environmentally superior alternative. For the purposes of this analysis, the project alternatives have been compared within each issue area to the proposed project, and a determination has been made as to whether the potential environmental effects of each alternative would be reduced, increased, or are similar in comparison to the proposed project (refer to Table 6-2). For this EIR, each impact is equally weighted. Decision-makers and the community in general may choose to emphasize one issue or another, which could lead to differing conclusions regarding environmental superiority.

Alternative 1 (No Project) would result in the fewest adverse environmental effects, and therefore, would be considered environmentally superior. However, since this is the No Project Alternative, CEQA requires that a separate alternative also be identified as the environmentally superior alternative.

Alternative 2 would result in increased environmental impacts as compared to the proposed project, increased environmental impacts as compared to Alternative 3, and slightly reduced environmental impacts as compared to Alternative 4. The increase in environmental impacts involving energy, GHG emissions, and transportation is attributed to the intermittent open-road conditions.

Alternative 3 would result in slightly increased environmental impacts as compared to the proposed project but reduced environmental impacts as compared to both Alternative 2 and Alternative 4, which is attributed to the reduced closure area and thus, less ground disturbance and a shorter construction period. As this alternative would involve less ground disturbance, impacts to cultural resources, paleontological resources, and TCRs would be reduced when compared to the proposed project.

Alternative 4 would result in increased environmental impacts compared to the proposed project, and all alternatives, which is attributed to allowing vehicular traffic on Main Street while restricting vehicular access to the eastbound travel lane through the installation of bollards and planters within the eastbound travel lane only. Consequently, impacts to energy, GHG emissions, land use and planning, and transportation would be greater than the proposed project. However, as this alternative would involve less ground disturbance, impacts to cultural resources, paleontological resources, and TCRs would be reduced when compared to the proposed project.

Therefore, this evaluation concludes that Alternative 3 is the environmentally superior alternative, because it would result in the most reduced environmental impacts compared to the proposed project. Alternative 3 would only result in one environmental impact greater than the proposed project, to light and glare, as more vehicles would be allowed under Alternative 3 than the proposed project. However, Alternative 3 would result in lesser or equal impacts to all other environmental issue areas when compared to the proposed project.

Table 6-2 Impact Comparison of Alternatives

	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Flex Model	Alternative 3: Reduced Closure Area	Alternative 4: One-Way Street Closure
Aesthetics					
Impact AES-1: Have a substantial adverse effect on a scenic vista	LTS	+	=	+	=
Impact AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	NI	=	=	=	=
Impact AES-3: In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from 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	Impact	=	=	=	=
Impact AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area	LTS	-	-	-	-
Air Quality					
Impact AQ-1: Conflict with or obstruct implementation of the applicable air quality plan	NI	=	=	=	=
Impact AQ-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard	LTS	+	=	+	=
Impact AQ-3: Expose sensitive receptors to substantial pollutant concentrations	LTS	+	=	+	=
Impact AQ-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	LTS	+	=	+	=
Cultural Resources					
Impact CUL-1: Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5	LTS	+	=	=	=
Impact CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5	LTSM	+	=	+	+
Impact CUL-3: Disturb any human remains, including those interred outside of formal cemeteries	LTS	+	=	=	=

	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Flex Model	Alternative 3: Reduced Closure Area	Alternative 4: One-Way Street Closure
Energy					
Impact E-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation	LTS	+	=	+	=
Impact E-2: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency	LTS	-	-	=	-
Geology and Soils					
Impact GEO-1: Directly or indirectly destroy a unique paleontological resource or site or unique geologic featured	LTS	+	=	+	+
Greenhouse Gas Emissions					
Impact GHG-1: Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs	LTS	-	-	=	-
Hazards and Hazardous					
Impact HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or 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	LTSM	+	=	=	=
Impact HAZ-2: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	LTS	+	=	=	=
Impact HAZ-3: 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 create a significant hazard to the public or the environment	LTS	+	=	=	=
Impact HAZ-4: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area	NI	=	=	=	=
Impact HAZ-5: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	LTS	+	+	=	-

	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Flex Model	Alternative 3: Reduced Closure Area	Alternative 4: One-Way Street Closure
Land Use and Planning					
Impact LU-1: Physically divide an established community	LTS	+	=	=	=
Impact LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect	LTS	=	+	=	-
Noise					
Impact NOI-1: 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	LTS	+	=	+	=
Impact NOI-2: Result in generation of excessive groundborne vibration or ground-borne noise levels	LTS	+	=	+	=
Impact NOI-3: 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, expose people residing or working in the project area to excessive noise levels	NI	=	=	=	=
Public Services					
Impact PS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives, or result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives	LTS	+	=	+	+
Impact PS-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives	NI	=	=	=	=

	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Flex Model	Alternative 3: Reduced Closure Area	Alternative 4: One-Way Street Closure
Impact PS-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered parks, need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives	NI	=	=	=	=
Impact PS-4: Result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives	LTS	+	=	=	+
Transportation					
Impact TRA-1: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including	LTS	+	-	=	-
Impact TRA-2: Conflict or be inconsistent with <i>CEQA Guidelines</i> Section 15064.3, subdivision (b)	LTS	=	=	=	=
Impact TRA-3: Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	LTSM	+	-	=	+
Impact TRA-4: Result in inadequate emergency access	LTS	+	+	+	+
Tribal Cultural Resources					
Impact TCR-1: Cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe	LTSM	+	=	+	+

	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Flex Model	Alternative 3: Reduced Closure Area	Alternative 4: One-Way Street Closure
Utilities and Service Systems					
Impact UTIL-1: 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	LTS	+	=	+	=
Impact UTIL-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years	LTS	+	=	+	=
Impact UTIL-3: 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	LTS	+	=	+	=
Impact UTIL-4: 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, or comply with federal, state, and local management and reduction statutes and regulations related to solid waste	LTS	+	=	+	=
Overall		27 +	3 +	16 +	7 +
		3 -	5 -	1 -	6 -
		9 =	30 =	21 =	25 =
+ Superior to the proposed project (reduced level of impact) - Inferior to the proposed project (increased level of impact) = Similar level of impact to the proposed project LTS = Less-than-significant impact LTSM = Less-than-significant impact after mitigation SU = Significant and unavoidable impact NI = No impact					

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