



255-290 Maple Court Mixed-Use Project

Sustainable Communities Environmental Assessment

Prepared for:



Prepared by:



**PUBLIC REVIEW DRAFT
SUSTAINABLE COMMUNITIES
ENVIRONMENTAL ASSESSMENT**

**255-290 MAPLE COURT
MIXED-USE PROJECT**

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TABLE OF CONTENTS

1.0	Introduction	1-1
1.1	Purpose of a Sustainable Communities Environmental Assessment	1-1
1.2	Project Summary	1-1
1.3	Statutory Background	1-2
1.4	Organization of the SCEA.....	1-2
2.0	Project Description	2-1
2.1	Introduction.....	2-1
2.2	Project Location.....	2-1
2.3	Project Site Characteristics and Surrounding Land Uses	2-4
2.3.1	Project Site.....	2-4
2.3.2	Surrounding Land Uses.....	2-4
2.4	Description of the Project.....	2-5
2.4.1	Project Overview	2-5
2.4.2	Project Characteristics	2-5
2.4.3	Project Construction.....	2-23
2.4.4	Project Approvals	2-23
2.4.5	Cumulative Development Scenario	2-23
3.0	Sustainable Communities Environmental Assessment Eligibility	3-1
3.1	Sustainable Communities Strategy Consistency Analysis.....	3-1
3.1.1	Use Designation, Density, and Building Intensity.....	3-1
3.1.2	Applicable Policies	3-5
3.2	Transit Priority Project Criteria Analysis	3-12
3.3	Incorporation of Feasible Mitigation Measures, Performance Standards, and Criteria from Prior Applicable EIRs.....	3-15
4.0	Initial Study Checklist	4-1
A.	Environmental Factors Potentially Affected.....	4-1
B.	Determination	4-2
C.	Evaluation of Environmental Impacts	4-3
4.1	Aesthetics	4-3
4.2	Agriculture and Forestry Resources	4-10
4.3	Air Quality	4-15
4.4	Biological Resources.....	4-32
4.5	Cultural Resources.....	4-43

4.6	Energy	4-49
4.7	Geology and Soils	4-54
4.8	Greenhouse Gas Emissions.....	4-61
4.9	Hazards and Hazardous Materials	4-71
4.10	Hydrology and Water Quality.....	4-80
4.11	Land Use and Planning	4-89
4.12	Mineral and Energy Resources	4-100
4.13	Noise.....	4-102
4.14	Population and Housing	4-118
4.15	Public Services	4-121
4.16	Recreation.....	4-128
4.17	Transportation.....	4-131
4.18	Tribal Cultural Resources	4-138
4.19	Utilities and Service Systems	4-141
4.20	Wildfire	4-151
4.21	Mandatory Findings of Significance:.....	4-154
5.0	References.....	5-1
6.0	List of Prepararers	6-1
7.0	Inventory of Feasible Mitigation Measures.....	7-1

LIST OF APPENDICES

Appendix A:	Connect SoCal 2024 Plan Consistency Analysis
Appendix B:	Air Quality/Greenhouse Gas/Energy Modeling Results
Appendix C:	Biological Resources Assessment
Appendix D:	Cultural Report
Appendix E:	Geotechnical Investigation
Appendix F:	Phase I ESA
Appendix G:	Stormwater Compliance Study
Appendix H:	Noise Data
Appendix I:	Transportation Analysis
Appendix J:	AB 52 Tribal Consultation Request Letters and Correspondences
Appendix K:	Water and Sewer Reports

LIST OF FIGURES

Exhibit 2-1	Regional Vicinity	2-2
Exhibit 2-2	Site Vicinity	2-3
Exhibit 2-3	Conceptual Site Plan	2-7
Exhibit 2-4a	Conceptual Rendering of Building 1 Looking Northeast from the Intersection of Maple Street and Maple Court	2-9
Exhibit 2-4b	Conceptual Rendering of Building 1 Looking Northwest from Maple Street.....	2-11
Exhibit 2-4c	Conceptual Rendering of the Pedestrian Paseo between Building 1 to the Left and Building 2 to the Right Looking East from Maple Court	2-13
Exhibit 2-5	Conceptual Architectural Treatments	2-17
Exhibit 2-6	Conceptual Landscape and Amenity Concept.....	2-19
Exhibit 2-7	Cumulative Development Scenario	2-27
Exhibit 3-1	SCAG 2020-2025 RTP/SCS Job Centers	3-3
Exhibit 3-2	SCAG 2020-2025 RTP/SCS High Quality Transit Areas	3-4
Exhibit 3-3	SCAG 2020-2025 RTP/SCS High Quality Transit Corridors.....	3-14

LIST OF TABLES

Table 2-1	Related Projects List.....	2-25
Table 3-1	Consistency Analysis with the 2020-2045 RTP/SCS Strategy Policies.....	3-6
Table 4.3-1	Project-Generated Construction Emissions.....	4-23
Table 4.3-2	Project-Generated Operational Emissions	4-26
Table 4.6-1	Project and Countywide Energy Consumption	4-50
Table 4.8-1	Estimated Greenhouse Gas Emissions.....	4-65
Table 4.8-2	Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors	4-67
Table 4.8-3	Consistency with the 2020-2045 RTP/SCS	4-68
Table 4.8-4	Consistency with the City of Ventura General Plan	4-70
Table 4.11-1	General Plan Land Use Consistency Analysis	4-91
Table 4.11-2	Zoning Code and Density Bonus Consistency Analysis for Building 1.....	4-96
Table 4.11-3	Zoning Code and Density Bonus Consistency Analysis for Building 2.....	4-97
Table 4.13-1	Land Use Compatibility for Community Noise Exposure	4-106
Table 4.13-2	Noise Zone Exterior Noise Levels	4-108
Table 4.13-3	Noise Measurements	4-109
Table 4.13-4	Maximum Noise Levels Generated by Typical Construction Equipment.....	4-112
Table 4.13-5	Roadways Average Daily Trips in 2029.....	4-114

Table 4.13-6	Typical Noise Levels Generated by Parking Lots	4-115
Table 4.13-7	Typical Vibration Levels for Construction Equipment	4-116

ACRONYMS

AB	Assembly Bill
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
ADT	average daily trip
ADWF	average dry weather flow
AFY	acre-feet per year
ANSI	American National Standards Institute
AQMP	Air Quality Management Plan
Basin	Santa Clara River Valley – Mound Groundwater Basin
Basin Plan	Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties
BMP	best management practice
C&D	construction and demolition
C1-A	Intermediate Commerce
Cal OSHA	Occupational Safety and Health of California
CalEEMod	California Emissions Estimator Model
CALGreen	California Building Code Title 24
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFC	California Fire Code
CFGF	California Fish and Game Code
cfs	cubic feet per second
City	City of Ventura
CO	Carbon Monoxide

CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
dBa	A-weighted decibels
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
du/ac	dwelling units per acre
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
EV	electric vehicle
FICON	Federal Interagency Committee on Noise
g/L	grams per liter
GCTD	Gold Coast Transit District
General Plan	City of San Buenaventura 2005 Ventura General Plan
GHG	Greenhouse Gas
GSP	groundwater sustainability plan
GWP	global warming potential
HQTA	high quality transit area
HQTC	high quality transit corridor
HVAC	heating, ventilation, and air conditioning
IS/MND	Initial Study/Mitigated Negative Declaration
LED	light emitting diode
L_{eq}	Equivalent Sound Level
LID	Low Impact Development
L_{max}	Maximum Sound Level
L_{min}	Minimum Sound Level

LOS	Level of Service
LRA	Local Responsibility Area
MBGSA	Mound Basin Groundwater Sustainability Agency
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MTCO	metric tons of CO ₂ equivalent per year
MWEL	Model Water Efficient Landscape Ordinance
MWh	Megawatt per hour
NAHC	Native American Heritage Commission
NIOSH	National Institute for Occupational Safety and Health
NMA	Neighborhood Mobility Area
NO ₂	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
O ₃	Ozone
OPR	Office of Planning and Research
PEIR	Program Environmental Impact Report
PGA	Priority Growth Area
PM	Particulate Matter
PMM	Project-level Mitigation Measure
PRC	Public Resources Code
RCNM	Roadway Construction Noise Model
RHNA	Regional Housing Need Allocation
ROG	Reactive Organic Gases
RPS	Renewables Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy

RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SBMC	San Buenaventura Municipal Code
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCEA	Sustainable Communities Environmental Assessment
SEMS	Standardized Emergency Management System
SLF	Sacred Lands File
SO ₂	Sulfur Dioxide
SoCal Gas	Southern California Gas Company
SOI	Sphere of Influence
SQUIMP	Stormwater Quality Urban Impact Mitigation Plan
SR	State Route
SRA	State Responsibility Area
SUSMP	Standard Urban Stormwater Management Plan
SVP	Society for Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TAZ	traffic analysis zone
TDM	transportation demand management
TOD	Transit Priority Development
TPA	Transit Priority Area
TPP	Transit Priority Project

UMWP	Urban Water Management Plan
USACE	U.S. Army Corps of Engineers
VCAPCD	Ventura County Air Pollution Control District
VCTC	Ventura County Transportation Commission
VCWPD	Ventura County Watershed Protection District
VFD	Ventura Fire Department
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compounds
VPD	Ventura Police Department
VUSD	Ventura Unified School District
VWRF	Ventura Water Reclamation Facility
Water Code	California Water Code
WEAP	Worker Education and Awareness Program

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1.0 INTRODUCTION

1.1 Purpose of a Sustainable Communities Environmental Assessment

The purpose of this Sustainable Communities Environmental Assessment (SCEA) is to evaluate the environmental effects of the proposed 255-290 Maple Court Mixed-Use Project (project) in accordance with the California Environmental Quality Act (CEQA). In addition, the SCEA evaluates the project's consistency with the Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS) and incorporates the feasible mitigation measures, performance standards, and/or criteria from prior applicable Environmental Impact Reports (EIRs) into the project, i.e., the Program EIR (PEIR) that was prepared for the 2020-2045 RTP/SCS (September, 2020) and the City of Ventura 2005 General Plan EIR (General Plan EIR) (August, 2005).

The use of a SCEA under CEQA was established by Senate Bill (SB) 375 and codified in Section 21155.2 of the Public Resources Code to provide streamlined environmental review for certain "Transit Priority Projects" (TPPs). TPPs are residential or mixed-use residential projects that provide a minimum net density of 20 dwelling units per acre and are located within one-half mile of a major transit stop or high-quality transit corridor (HQTC) (Public Resources Code [PRC] Section 21155(b)). The intent of this CEQA streamlining provision is not to undercut or circumvent CEQA requirements, but rather to reduce documentation and redundancy and provide an incentive for project applicants to pursue TPPs that are consistent with a larger effort to reduce greenhouse gas (GHG) emissions by integrating transportation and land use planning.

A SCEA is comparable to an Initial Study/Mitigated Negative Declaration (IS/MND) since the lead agency must prepare an Initial Study and find that all potentially significant impacts of a project have been identified, adequately analyzed, and mitigated to a less than significant level.

1.2 Project Summary

The proposed 255-290 Maple Court Mixed-Use Project (project) would construct a mixed-use development consisting of two buildings with up to 350 residential units, up to 4,850 square feet of ground-floor neighborhood-serving commercial uses, and associated parking, open space, and landscaping improvements, on an approximately 5.75-acre site in the City of Ventura (City), California. The project site is generally located in the central portion of the City, approximately 0.3-mile north of the U.S. Route 101 (U.S. 101) and State Route 126 (SR-126) interchange, in southwestern Ventura County. The proposed residential units would comprise a mix of housing types, including market-rate apartments and townhomes and affordable apartments reserved for low-income residents. Ground floor outdoor community spaces would include a pedestrian paseo, gardens, seating areas, and a dog run. The public outdoor spaces between Buildings 1 and 2 (the pedestrian paseo) and at the corner of Maple Court and Maple Street would create areas for community members to gather and socialize. Pedestrian access to the site is provided from existing sidewalks along Maple Street and Maple Court, which would connect to the proposed pedestrian paseo. Within the project vicinity, regional and local bus services are provided by the Ventura County Transportation Commission (VCTC) and Gold Coast Transit District (GCTD) (formerly South Coast Area Transit [SCAT]). Adjacent roadways are improved with sidewalks and bicycle facilities.

The project site's zoning does not impose any density limit for mixed-use development; however, the site's land use designation permits a maximum residential density of up to 54 dwelling units per acre (du/ac). The project proposes to set aside 10 percent of its State density bonus law

“base” density for low income households, which allows a density bonus of up to 20 percent. As described above, the project is proposing to construct 350 units, representing an approximately 12.5 percent density bonus. Please refer to Table 4.11-2, *Zoning Code Consistency Analysis*, and Table 4.11-3, *Density Bonus Law Consistency Analysis*, for a complete description of the project’s utilization of development incentives, waivers, and concessions as permitted by State density bonus law.

The project would require the following discretionary actions from the City: (1) a Lot Line Adjustment pursuant to *San Buenaventura Municipal Code* (SBMC) Section 26.100.410, to adjust the property lines from the existing three legal parcels to two parcels, proposed as Lot 1 and Lot 2; (2) a Planned Development Permit, pursuant to SBMC Section 24.234.050.3(a) and SBMC Chapter 24.525, to allow for the proposed multi-family residential buildings; (3) a Major Design Review, pursuant to SBMC Section 24.545.030.1, for a proposed development of five or more residential units; and (4) a Density Bonus approval, including a parking reduction and one development incentive to allow a reduced front setback for each proposed building, pursuant to SBMC Section Chapter 24.445 and California Government Code Section 65915; refer Table 4.11-2.

1.3 Statutory Background

Senate Bill 375 (Sustainable Communities and Climate Protection Act of 2008) amended CEQA to add Chapter 4.2, *Implementation of the Sustainable Communities Strategy* (PRC Section 21155), which provides a CEQA exemption for Sustainable Community Projects pursuant to PRC Section 21155.1 and streamlined CEQA analysis for TPPs pursuant to PRC Section 21155.2.

The streamlining provision provides for the SCEA, the provisions of which are specified primarily in PRC Section 21155.2. Section 21155.2(a) states that if a TPP incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable EIRs (in this case, the 2020-2045 RTP/SCS PEIR and General Plan EIR) and adopted findings made pursuant to PRC Section 21081, then it shall be eligible for a SCEA. For a detailed analysis of the project’s compliance with SCEA statutory requirements, refer to Section 3.0, *Sustainable Communities Environmental Assessment Eligibility*.

1.4 Organization of the SCEA

This SCEA is organized into seven sections as follows:

Section 1.0 Introduction. This section (above) provides introductory information summarizing the key elements of the Sustainable Communities and Climate Protection Act and information about the project.

Section 2.0 Project Description. This section contains a detailed description of the project’s location, the project site’s characteristics and surrounding land uses, the project characteristics, the project’s proposed construction, and the cumulative development scenario, and provides a list of discretionary approvals.

Section 3.0 Sustainable Communities Environmental Assessment Eligibility. This section analyzes the proposed project’s consistency with the TPP criteria, the project’s consistency with the SCAG 2020-2045 RTP/SCS goals and policies and identifies applicable mitigation measures from prior applicable EIRs.

Section 4.0 Initial Study Checklist. This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with environmental topic. When the evaluation identifies potentially significant effects, as identified in the Initial Study Checklist, mitigation measures are provided to reduce such impacts to a less than significant level.

Section 5.0 References. This section provides references for the sources of information cited in the SCEA.

Section 6.0 List of Preparers. This section provides a list of City personnel, other governmental agencies, and consultant team members that participated in the preparation of the SCEA.

Section 7.0 Inventory of Feasible Mitigation Measures. This section lists all feasible mitigation measures from prior applicable EIRs (2020-2045 RTP/SCS PEIR and General Plan EIR), as determined by the analysis in Section 4.0.

Appendices. The Appendices includes various documents, technical reports, and information used in the SCEA and can be found in the case file for the project.

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2.0 PROJECT DESCRIPTION

2.1 Introduction

The proposed 255-290 Maple Court Mixed-Use Project (project) would construct a mixed-use development consisting of two buildings with up to 350 residential units, up to 4,850 square feet of ground-floor neighborhood-serving commercial uses, and associated parking, open space, and landscaping improvements, on an approximately 5.75-acre site in the City of Ventura (City), California.

This section of the Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the Public Resources Code (PRC). Specifically, the subsections that follow describe the project's location, site characteristics and surrounding land uses, project characteristics, proposed construction details, the cumulative development scenario, and a list of discretionary approvals.

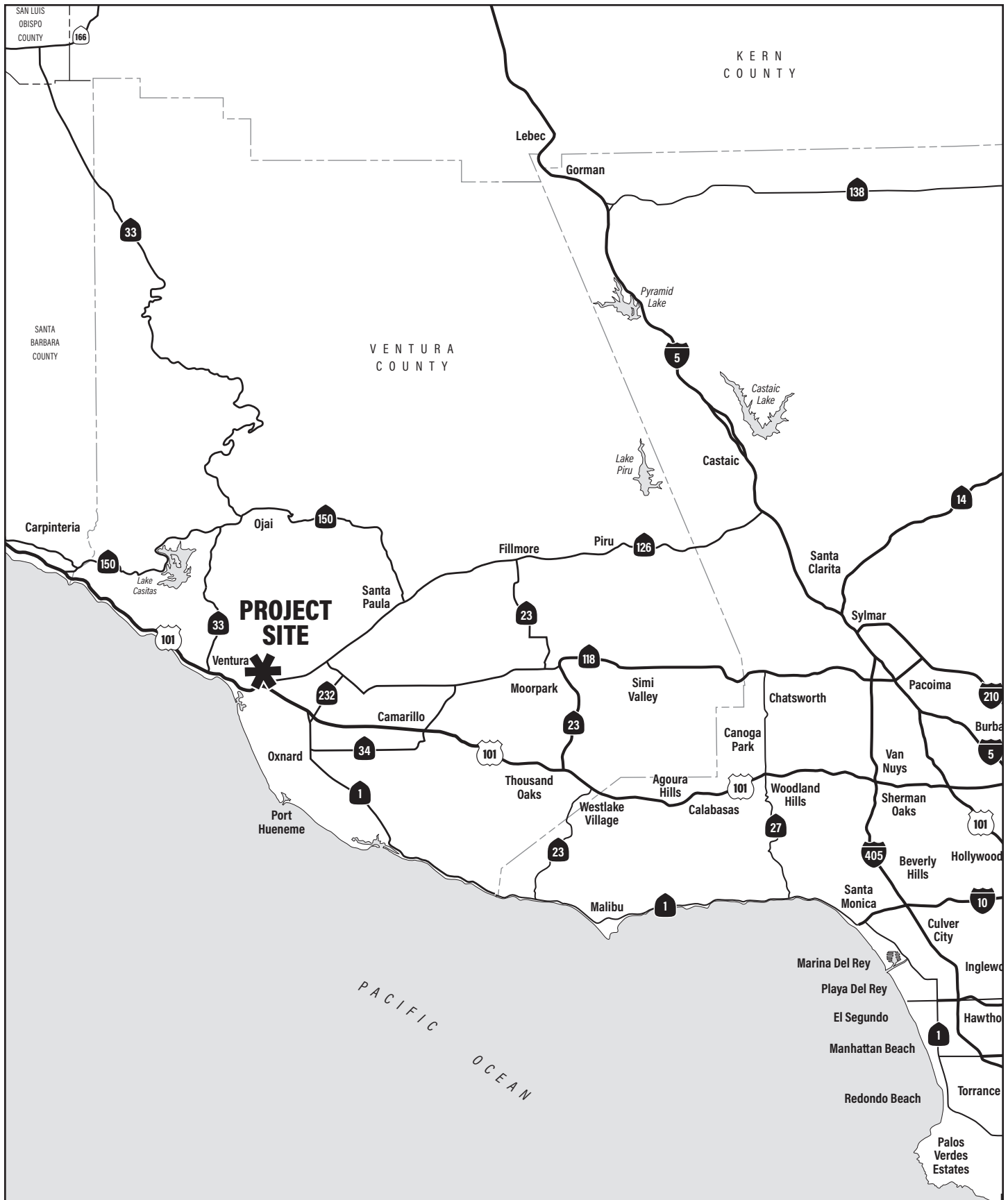
2.2 Project Location

The project site is generally located in the central portion of the City of Ventura, approximately 0.3-mile north of the U.S. Route 101 (U.S. 101) and State Route 126 (SR-126) interchange, in southwestern Ventura County; refer to [Exhibit 2-1, *Regional Vicinity*](#). The project site consists of three parcels (Assessor's Parcel Number 079-0-101-425, -445, and -455), totaling approximately 250,522 square feet (5.75 acres); refer to [Exhibit 2-2, *Site Vicinity*](#). The area can be described as an urban center.

The project site is served by a network of regional transportation facilities providing connectivity to the larger Ventura County and southern California areas. Primary regional access is provided by U.S. 101, which travels northwest-southeast through the center of the City, and SR-126, which travels east-west through the City; the two roadways intersect 0.3-mile south of the project site. Local access is provided by South Mills Road, a north-south secondary arterial located approximately 0.05-mile to the west, and Telegraph Road, an east-west secondary arterial located approximate 0.15-mile to the north. Vehicular access to the site is provided by Maple Court, an existing public street that terminates in a cul-de-sac in the northern portion of the site, and which intersects with Maple Street bordering the site's southern boundary. Vehicular access is also provided by an existing driveway along Maple Street at the southeastern portion of the project site.

Within the project vicinity, regional bus services provided by the Ventura County Transportation Commission (VCTC) (formerly Ventura Intercity Transit Authority [VISTA]) have routes that run along U.S. 101 and SR-126, and local bus services provided by Gold Coast Transit District (GCTD) (formerly South Coast Area Transit [SCAT]) have routes that run along Telegraph Road and South Mills Road. Due to this transit proximity, the project site is designated as being located within a High Quality Transit Area (HQTA) by the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) long-range planning document.

Telegraph Road and Maple Street are improved with bicycle facilities, which connect with the bicycle facility along South Ashwood Avenue, east of the project site. Maple Court, Maple Street, South Mills Road, and Telegraph Road are all improved with sidewalks on both sides of the roadways.





2.3 Project Site Characteristics and Surrounding Land Uses

2.3.1 Project Site

The project site is currently developed with three, two-story office buildings constructed in the early 1970s. Two of the three buildings are located within the northern portion of the site (one to the northeast and the second to the northwest) and the third building is located in the southern portion of the site, at the northeast corner of the Maple Street and Maple Court intersection. Surface parking is provided throughout the site and connected by internal drive aisles. Ornamental landscaping occurs along the site perimeter, as well as along the perimeter of the buildings and within parking islands. Currently, 12 street trees exist on-site. There are existing eight-inch domestic water lines and eight-inch sewer lines located within the Maple Street and Maple Court roadway rights-of-way adjacent to the project site. Drainage on-site generally flows in a southern direction toward the Maple Street and Maple Court roadway rights-of-way. The site is illuminated by streetlights along Maple Street, pole mounted parking lot lighting, and building entrance security lighting.

According to the City's *Current General Plan Designations Map* (dated June 28, 2019), the project site is designated as Commerce.¹ The Commerce land use designation encourages a wide range of building types (two to six stories in height) that house a mix of functions including commercial, entertainment, office, and housing. Based on *City of San Buenaventura 2005 Ventura General Plan* (General Plan) Figure 3-3, *Planning Communities*, the project site is also located within the College planning community. Planning communities are defined in the General Plan as neighborhoods that have their own unique attractions and potential. The College planning community is characterized by civic uses (i.e., Arroyo Verde and Camino Real Park, Ventura Community College, and Buena High School) and includes portions of the Telegraph corridor. Lastly, the project site is located within the Pacific View Mall district. Based on the General Plan, districts are networks of streets and/or areas that connect neighborhoods. The Pacific View Mall district includes the Pacific View Mall shopping center (located to the west of the project site, across Mills Road) and adjacent commercial uses. The Pacific View Mall district provides opportunity for a mix of high intensity uses.

The project site is currently zoned Intermediate Commercial (C-1A) on the City's *Zoning District Map*.² The C-1A zone generally permits multifamily residential and commercial/retail uses.³

2.3.2 Surrounding Land Uses

The areas immediately adjacent to the project site include the following uses:

- **North:** Anacapa Middle School to the north, which is designated Public and Institutional and zoned Single Family (R-1-7);
- **East:** Existing single family residential uses to the east, designated Neighborhood Low (up to eight dwelling units per acre [du/ac]) and Neighborhood Medium (9 to 20 du/ac) and zoned Multiple Family and Single Family Residential (R-3-1, R-3-5, and R-1-6);

¹ City of San Buenaventura, Community Development Department *Current General Plan Designations Map*, June 28, 2019.

² City of San Buenaventura, Department of Community Development Planning Division, *Zoning District Map*, February 21, 2020.

³ City of San Buenaventura Municipal Code, Section 24.234.020.

- **South:** Maple Street to the south with multi-family and single-family uses located further south, designated High Neighborhood (21 to 54 du/ac) and zoned Residential Planned Development (RPD-20); and
- **West:** Solar Urgent Care, Wells Fargo Bank, and office buildings to the west, designated Commerce and zoned Limited Commercial (C-1) and Intermediate Commercial (C-1A). West of South Mills Road is the Pacific View shopping mall.

2.4 Description of the Project

2.4.1 Project Overview

In general, the underlying purpose of the project is to construct a new mixed-use development adjacent to transit, retail/commercial, and office uses that would further the goals and objectives of the City's General Plan. The proposed project includes the following objectives:

- Create a new transit-oriented community that provides a diversity of housing types for different income levels in close proximity to transit, retail/commercial, office, and other neighborhood-serving uses.
- Enhance the housing market and support the City's Regional Housing Need Allocation (RHNA) share of 5,312 units.⁴
- Provide a mix of residential and neighborhood-oriented commercial uses to support safe and convenient access to nearby amenities and transit so as to reduce vehicle miles traveled and energy consumption and encourage walking and the use of alternative modes of transportation.
- Design a community to achieve an integrated neighborhood feel and unique sense of place.
- Provide shared outdoor spaces, including amenity decks and courtyards.
- Implement sustainable development principles, including practices that achieve greater energy efficiency, encourage waste reduction, and use drought-tolerant landscaping, water efficiency measures, recycled materials, and renewable energy sources.

2.4.2 Project Characteristics

The project proposes to demolish three existing office buildings on-site to allow for the construction of two new mixed-use buildings with up to 350 multifamily residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses. Of the 350 units, 32 would be affordable units restricted to low-income households. The project would also include private and common outdoor areas, up to 500 parking spaces, and landscaping and lighting improvements.

Mixed-Use Development

A lot line adjustment/lot merger is proposed as part of the project to adjust the property lines of the project site's three existing legal parcels and establish the boundaries of the site's new proposed Lot 1 and Lot 2. Lot 1 would include the northern 3.55 acres of the site and Lot 2 would

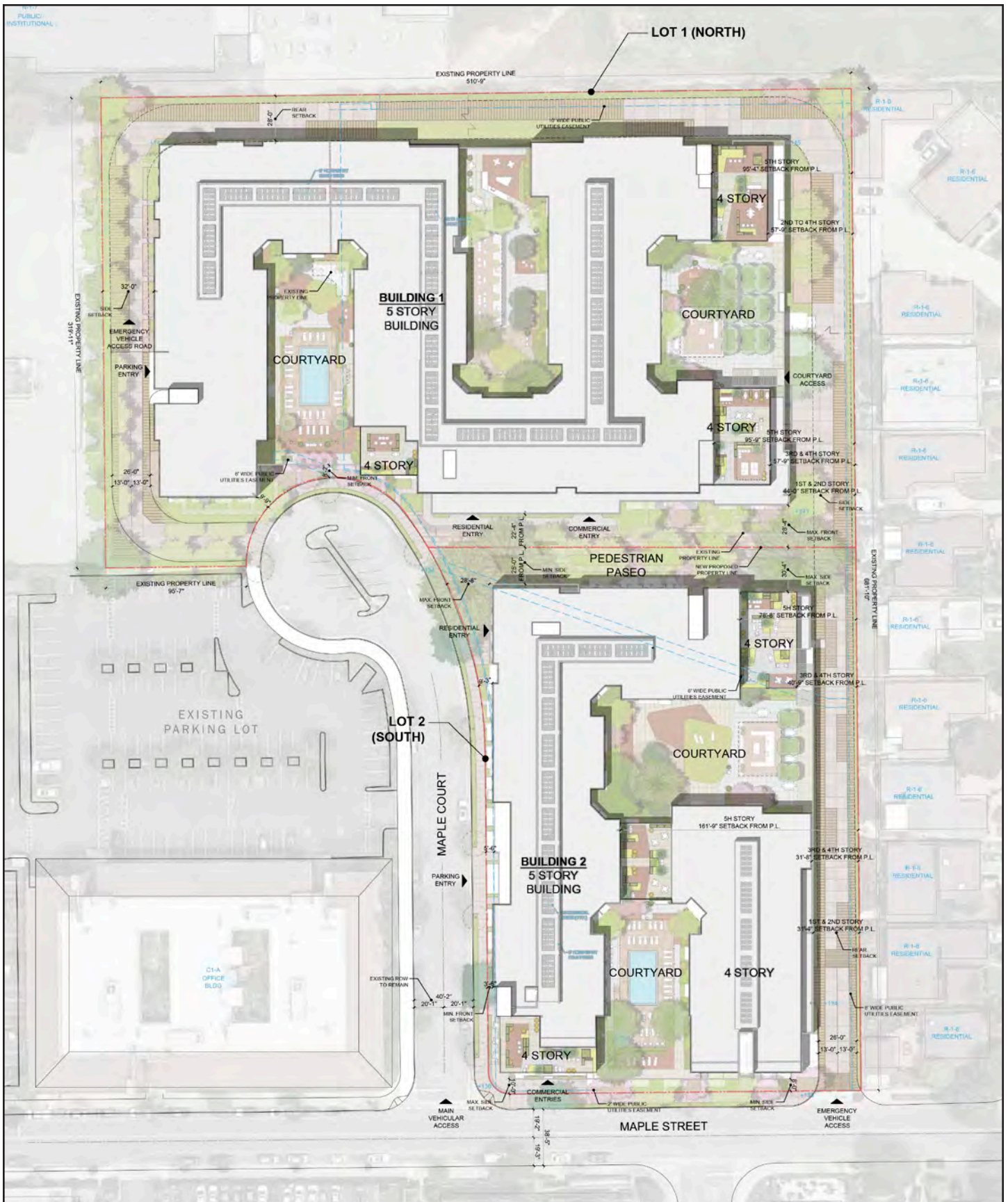
⁴ Southern California Association of Governments, *SCAG 6th Cycle Final RHNA Allocation Plan*, July 1, 2021.

include the southern 2.20 acres of the site. Building 1 would be constructed on Lot 1 and Building 2 would be constructed on Lot 2. Each of the buildings would include three levels of residential units over two levels of parking, lined with townhome units and ground-floor commercial spaces.

Building 1 would include 216 residential units, of which 20 would be reserved as affordable units. The ground floor would feature a two story lobby with a co-working area, and a 2,600 square-foot, two-story commercial space. The residential lobby area and commercial space would be located within the southern portion of the building with a main entrance from the pedestrian paseo, a landscaped pedestrian gathering space and passageway between Buildings 1 and 2. Residential units would run adjacent to these uses along the southern and western portions of the building, with the parking garage located within the center and north side of the building. Two trash rooms, utility rooms, and a bike storage room would be provided within the garage at ground level. The second floor of Building 1 would include parking and residential units similar in layout to the ground floor. The third, fourth, and fifth floors would be exclusively residential. The third floor would feature three courtyards, inclusive of a swimming pool, and a fitness center. The fifth floor would feature three roof deck amenity spaces.

Building 2 would include 134 units, of which 12 would be reserved as affordable units. The ground floor would include a two-story lobby with a leasing office and co-working space at the northwest portion of the building. The southwest portion of the building, along the building's Maple Street frontage, would include a two-story, 2,250 square-foot commercial space. The ground floor would also include residential units along the south, west, and north portions of the building, with the parking garage located within the center and eastern portions of the building. A trash room, a utility room, and bike storage room would be provided within the garage. The ground floor would also provide two additional trash rooms, including a commercial-use trash room. The second floor of Building 2 would include parking and residential units similar in layout to the ground floor. The third, fourth, and fifth floors would be exclusively residential. The third floor would feature two courtyards, inclusive of a swimming pool, and a fitness center. The fifth floor would feature two roof deck amenity spaces.

The proposed residential unit mix would include studios, one-bedroom apartments, and two-bedroom townhomes, ranging in size from 660 square feet to 1,700 square feet. Both buildings would provide side setbacks varying from 8 feet to 44 feet and rear setbacks varying from 28 feet to 31 feet from existing adjacent properties. Buildings 1 and 2 would step down in height from a maximum of five stories (approximately 57 feet tall) at the interior of the project site down to two stories (approximately 24 feet tall). The proposed site plan and massing arrangement places the tallest building elements away from neighboring uses. The eastern elevation of Building 1 provides increased setbacks to provide articulation and reduce massing; the first and second stories are setback approximately 44 feet, the third and fourth stories are setback approximately 58 feet and the fifth story is setback approximately 96 feet from the existing lower-density residential uses along the eastern property line. The eastern elevation of Building 2 also provides increased setbacks; the first and second stories are setback approximately 31 feet, the third and fourth stories are setback approximately 32 feet and the fifth story is setback approximately 79 feet from the existing lower-density residential uses along the eastern property line. In addition, multiple courtyards have been incorporated along the third story and are dispersed throughout each of the buildings creating reliefs along their façades. Exhibits 2-3, *Conceptual Site Plan*, 2-4a, *Conceptual Rendering of Building 1 Looking Northeast from the Intersection of Maple Street and Maple Court*, 2-4b, *Conceptual Rendering of Building 1 Looking Northwest from Maple Street*, and 2-4c, *Conceptual Rendering of the Pedestrian Paseo between Building 1 to the Left and Building 2 to the Right Looking East from Maple Court*, illustrate the proposed development.



Source: KTG Architecture + Planning, August 2023



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Source: KTG Architecture + Planning, August 2023

Michael Baker
INTERNATIONAL



NOT TO SCALE

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255-290 MAPLE COURT MIXED-USE PROJECT
SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

Conceptual Rendering of Building 1 Looking Northeast from the Intersection of Maple Street and Maple Court

Exhibit 2-4a

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Source: KTG Architecture + Planning, August 2023

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Source: KTG Architecture + Planning, August 2023

255-290 MAPLE COURT MIXED-USE PROJECT
SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

Michael Baker
INTERNATIONAL



NOT TO SCALE

08/2023 • JN 196991

Conceptual Rendering of the Pedestrian Paseo between Building 1 to the Left and Building 2 to the Right Looking East from Maple Court

Exhibit 2-4c

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Architectural Treatments

The project design is inspired by the classic mid-century architectural elements found throughout the City, as well as the area's coastal feel. Buildings 1 and 2 would have similar exterior architectural details, with hues of grey, white, beige, and green. Finishing materials would include brick and textured cement panels along the residential frontages, frosted glass railings screening the upper courtyards, bronze and corrugated metal, with metal railings, archways, and dark vinyl windows where the storefronts meet the upper residential units, corrugated metal panel screening the mechanical equipment on the roof, and potted and hanging plants incorporated throughout; refer to Exhibit 2-5, *Conceptual Architectural Treatments*.

Outdoor Community Space and Residential Amenities

Ground floor outdoor community spaces would include a pedestrian paseo, gardens, seating areas, and a dog run for use by project residents. The public outdoor spaces between Buildings 1 and 2 (the pedestrian paseo) and at the corner of Maple Court and Maple Street would create areas for community members to gather and socialize.

The project's ground-level residential units would include stoops and private patios to allow for engagement with and activation of the pedestrian sidewalks fronting the project. Upper residential units would include private balconies; refer to Exhibit 2-5 and Exhibits 2-4a through 2-4c. Podium decks on the third floors of each building would include pool courtyards, a work from home garden, an entertainment terrace with kitchen amenities and dining space, and community gardens. Play areas would be provided within these spaces for additional recreation. Similar entertainment terraces and gardens would be provided on the fifth-floor decks. Refer to Exhibit 2-6, *Conceptual Landscape and Amenity Concept*.

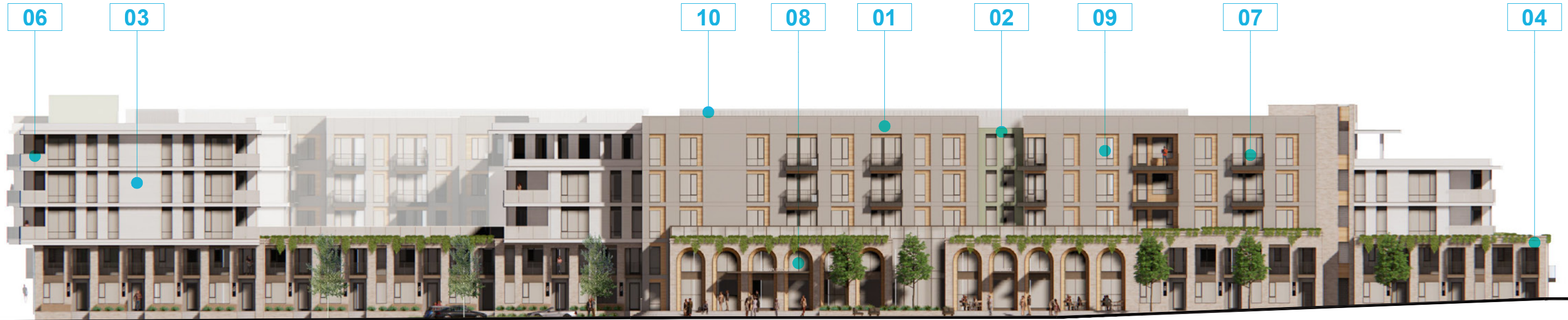
Landscaping

In total, the project would provide 38,534 square feet of landscaped area, including the ground floor, third and fifth floor common open spaces. Currently, 12 street trees exist on-site. The project would preserve the existing street trees and plant an additional 167 trees throughout the project site. The proposed landscaping would be varied in texture and scale. The plant palette includes both native and non-native species, which have been chosen due to their ability to thrive in the City's climate; 75 percent of plants would be drought tolerant. Conventional grass/turf would make up less than 25 percent of the landscaped area. The irrigation design would primarily include drip irrigation lines with tree-bubblers at each tree and weather-monitoring equipment.

Lighting

The project would include low-level exterior lights along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage would be incorporated. All lighting would comply with current energy standards and regulations, as well as City design requirements. Project lighting would be designed to provide efficient and dark-sky compliant on-site lighting that would minimize light spill-over from the project site and improve nighttime visibility through glare reduction. Specifically, all on-site exterior lighting would be automatically controlled via photo sensors to illuminate only when required and would be shielded or directed toward areas to be illuminated to limit spill-over onto neighboring properties. Wall mounted exterior lighting along the proposed parking structure would have a maximum height of 15 feet and all roof deck lighting would be shielded. All exterior and interior lighting would meet high energy efficiency requirements utilizing light emitting diode (LED) or efficient fluorescent lighting technology. New

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BUILDING 1 SOUTH ELEVATION



01 - SMOOTH STUCCO
SW - ESSENTIAL GRAY



02 - METAL PANEL
FLUOPON - PATINA GREEN



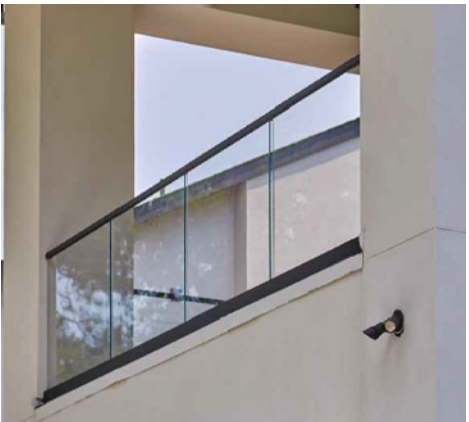
3 - TEXTURED FIBER CEMENT PANEL
CERACLAD - 8" REVEAL- SILK



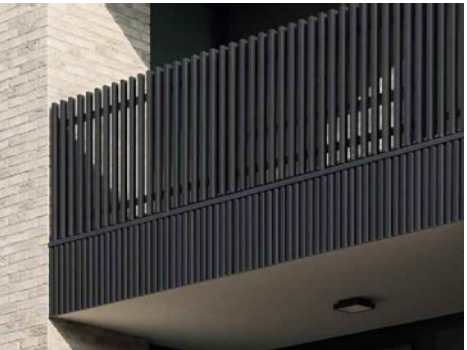
4 - BRICK- LIGHT BEIGE



5 - FIBER CEMENT PANEL
NICHIIHA VINTAGEWOOD - SPRUCE



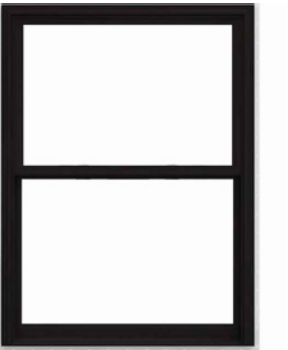
6 - GLASS RAILING



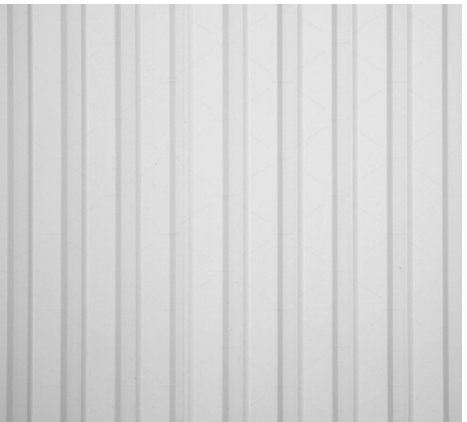
7 - METAL RAILING



8 - STOREFRONT-MEDIUM BRONZE



9 -DARK GREY VINYL WINDOWS



10 - CORRUGATED METAL PANEL
WHITE

Source: KTG Architecture + Planning, August 2023

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PLANT PALETTE

BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	SIZE AT INSTALLATION (HEIGHT X SPREAD) (MM)	MATURE SIZE (HEIGHT X SPREAD)	WUCOLS	COMMENTS
<i>Arbutus x 'Marina'</i>	Marina Strawberry Tree	36" Box	10-12' x 5-6'	30-40' x 30-40'	Low	standard
<i>Feijoa sellowiana</i>	Pineapple Guava Tree	36" Box	7-8' x 5-6'	18-25' x 18-25'	Low	multi-trunk
<i>Heteromeles arbutifolia</i>	Toyon	60" Box	9-10' x 7-10'	15-25' x 15-25'	Very Low	multi-trunk / Big Trees Nursery
<i>Laurus nobilis 'Saratoga'</i>	Sweet Bay	36" Box	10-11' x 6-7'	25'-15'	Low	standard
<i>Metrosideros excelsa</i>	New Zealand Christmas	36" Box	10-12' x 5-6'	30+' x 25-30'	Moderate	standard
<i>Platanus racemosa</i>	California Sycamore	60" Box	18-20' x 11-13'	30-80' x 20-50'	Moderate	standard
<i>Punica granatum 'Wonderful'</i>	Pomegranate	24" Box	10-12' x 5-6'	6-20' x 4-15'	Low	multi-trunk
<i>Pyrus calleryana 'Bradford'</i>	Bradford Pear	36" Box	12-14' x 5-6'	50'-30'	Moderate	parkway tree
<i>Agave stricta</i>	Hedgehog Agave	5g		14-16" x 14-16"	Low	18" o/c spacing
<i>Aloe 'Blue Elf'</i>	Blue Elf Aloe	5g		2 x 2'	Low	24" o/c spacing
<i>Aloe Hybrid 'LEO 2267'</i>	Aloe Rias™	5g		4.5-5' x 3 - 3.5'	Low	36" o/c spacing
<i>Bulbine frutescens 'Hallmark'</i>	Dwarf Orange Bulbine	5g		1-4' x 2-3'	Low	24" o/c spacing
<i>Santolina chamaecyparissus</i>	Grey Lavendar Cotton	5g		1-2' x 3-4'	Low	30" o/c spacing
<i>Verbena ilacina 'De la Mina'</i>	Purple Cedros Island Verbena	5g		1-2' x 3-4'	Low	30" o/c spacing
<i>Westringia 'Grey Box'</i>	Dwarf Coast Rosemary	5g		2-3' x 2-3'	Low	30" o/c spacing
<i>Yucca linearifolia</i>	Linear Leaf Yucca	5g		2-4' x 2-3'	Low	24" o/c spacing
<i>Pyracantha coccinea</i>	Scarlet Firethorn	15g		18 x 18'	Low	espallier; train onto perimeter walls; installation locations per plan
<i>Bouteloua gracilis 'Blonde Ambition'</i>	Blue Grama	1g		1-2' x 1-2'	Low	18" o/c spacing
<i>Dymondia margaritae</i>	Silver Carpet	flats		<3 " x spreading	Low	sod
<i>Epilobium canum 'Route 66'</i>	Route 66 California Fuchsia	1g		12-18" x 2-4'	Low	30" o/c spacing
<i>Hesperaloe 'Brakelights'</i>	Mountain States Red Yucca	5g		2-3' x 2-3'	Very Low	24" o/c spacing
<i>Salvia leucantha 'Santa Barbara'</i>	Mexican Bush Sage	5g		2-3' x 4-6'	Low	36" o/c spacing
<i>Westringia fruticosa 'Mundi'</i>	Low Coast Rosemary	5g		1-2' x 4-6'	Low	36" o/c spacing

AMENITIES

- 1

Pool Courtyard
- 2

Work from Home Garden
- 3

Entertainment Terrace
- 4

Dog Run
- 5

Community Garden
- 6

Entertainment Terrace Deck
- 7

Pedestrian Paseo
- 8

Seating Gardens / Pet Area
- 9

Community Amenity Deck
- 10

Work From Home Deck

Source: KTG Architecture + Planning, August 2023

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street lighting, including lighting proposed along the project frontage of Maple Court, and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would operate and be maintained by the project.

Access, Circulation, and Parking

Under existing conditions, vehicular access to the site's three existing office buildings is provided from an ingress/egress driveway along Maple Street at the southeast corner of the project site and four ingress/egress driveways along Maple Court. Once the project is in operation, Maple Court would continue to provide vehicular access to the site. From Maple Court, entrance to the parking garage in Building 2 would occur on the east side of the drive (west side of Building 2). From the Maple Court cul-de-sac, a new internal driveway would provide access to the northwestern boundary of the site and the Building 1 parking garage (west side of Building 1). The internal driveway would transition to an emergency vehicle access road north of the Building 1 parking garage entrance. The internal emergency vehicle access road would circle the site perimeter to the northwest, north, and east. A second emergency vehicle access ingress/egress driveway is proposed along Maple Street, at the southeast corner of the site from Maple Street. Loading access would be available at the southwest corner of Building 2.

Pedestrian access to the site is provided from existing sidewalks along Maple Street and Maple Court, which would connect to the proposed pedestrian paseo. The main pedestrian entries to Building 1 would be located along the paseo, providing resident entry to the lobby/coworking space and public entry to the commercial space. The main residential pedestrian entry to Building 2 would be located at the northwest corner of the building, with access to the leasing office/coworking lobby. The main public pedestrian entry would be located at the southwest corner along the building's Maple Street frontage, providing access to the commercial space. Both buildings would include multiple internal staircases and elevators that would provide access from the ground floor to the roof, including additional emergency staircases/exits located on the south side of Building 1 and the south side of Building 2.

Based on the C-1A zone requirements, the project would be required to provide 551 parking spaces; however, pursuant to State Density Bonus Law (Government Code Section 65915), the project would utilize a reduced residential parking ratio and provide a total of 500 parking spaces; refer to [Table 4.11-2, Zoning Code and Density Bonus Consistency Analysis for Building 1](#), and [Table 4.11-3, Zoning Code and Density Bonus Consistency Analysis for Building 2](#). In summary, Building 1 would provide 290 vehicle parking spaces, with 170 spaces on the ground floor of the garage and 120 spaces on the second floor. Building 2 would provide 210 vehicle parking spaces, with 100 spaces on the ground floor and 110 on the second floor. Both parking garages would provide electric vehicle (EV) charging stations, Americans with Disabilities Act (ADA) compliant spaces, and bicycle storage in compliance with all applicable requirements. In total, the project would provide 25 EV charging stations, 14 ADA-compliant spaces, and 70 bicycle parking spaces.

Off-site, the project proposes to include a dedicated 70-foot southbound right turn lane along Maple Court at the intersection of Maple Street and Maple Court via striping in conjunction with on-street parking restrictions along the west side of Maple Court. This improvement would be included as a Condition of Approval for the proposed project.

Utilities and Other Infrastructure Improvements

Utilities are currently provided to the site due to the existing office development. Several public utility easements, ranging from two-to-six feet in width, run throughout the project site. Easements in favor of Southern California Edison include a six-foot wide easement on Lot 1, adjacent to the

Maple Court cul-de-sac, a 10-foot wide easement along the northern property line, and six-foot wide easement along the eastern property line. A two-foot wide easement in favor of Pacific Telephone and Telegraph exists along the site's Maple Street frontage. A description of the proposed utilities and infrastructure improvements is provided below.

- **Water:** New four-inch domestic water lines, meters, and backflow preventers would be installed for each building. The proposed domestic water lines would connect to the existing domestic water lines located within Maple Street and Maple Court roadway right-of-way adjacent to the project site; the existing off-site, eight-inch lines located between Mills Road and Maple Court would be upgraded to 12-inch lines. An eight-inch fire water line is proposed along the entire length of the new internal emergency access road as well as between Building 1 and Building 2 and at the northwest corner of Building 2.
- **Sewer.** New six-inch sewer lines would be installed for each building. The proposed domestic sewer lines would connect to the existing eight-inch sewer lines located within the Maple Court roadway right-of-way adjacent to the project site.
- **Stormwater Drainage.** Stormwater runoff within the northern portion of the project site would be collected on-site in the proposed storm drain system and directed to a drywell. The proposed drywell would have an overflow pipe which would be directed to Maple Court via curb drain. Stormwater runoff within the southern portion of the project site would be collected on-site in the proposed storm drain system and directed to an underground pipe infiltration/retention system, where an overflow pipe would be provided. The overflow pipe would drain the water via curb drain to Maple Street. The project would utilize permeable pavers along the emergency vehicle access lane to reduce imperviousness and provide self-treating of stormwater in this area.
- **Dry Utilities.** Power service in the vicinity of the project site is supplied by Southern California Edison, which as mentioned above, holds various easements in relation to the project site. There are existing underground electric lines within the vicinity of the project site, and it is anticipated that electrical power would be pulled from Maple Street to a transformer located at the southeast corner of the project site along Maple Street, and a second transformer would be located between the two project buildings. The project is also anticipated to have natural gas service to serve the proposed commercial uses, with points of connection on the south side of each respective building. All new or upgraded electrical and natural gas service to the project site would be provided in coordination with the respective utility providers and constructed in compliance with all applicable City and public utility regulations and requirements.

Sustainability Features

The project's location would provide residential development in close proximity to public transit facilities. The project would support pedestrian activity in the project area and contribute to a land use pattern that reduces vehicle trips and air pollution by locating residential uses next to public transit (with access to existing local and regional bus service), as well as near employment opportunities, and other surrounding residential, commercial, and service uses.

Energy-saving features and sustainable design would be incorporated throughout the project through compliance with required regulations in the Title 24 Building Standards Code, and the CALGreen Code specifically. Accordingly, the project would include features to enhance sustainability, such as energy efficiency, water efficiency, waste reduction, and recycling. The

project would incorporate the following sustainability features: water conservation (such as high-efficiency irrigation and low-flow faucets and toilets); energy conservation (such as low-energy, indoor-outdoor lighting, high-efficiency heating, air conditioning, and cooling equipment, and Energy Star labeled equipment); transportation (such as EV parking spaces, on-site bicycle storage, and accessibility to public transportation options); air quality (such as use of sealants, paints, and finishes that emit low volumes of volatile organic compounds); solid waste (such as trash collection that would facilitate separation of organics, recyclables, and non-recyclable trash streams); and water quality (such as low impact design features for on-site stormwater treatment, using permeable pavement, and directing stormwater runoff to vegetated areas).

2.4.3 Project Construction

The project is expected to be constructed in one phase. Construction is anticipated to occur over an approximately 39-month period, beginning in January 2026 and ending in March 2029. Construction would include grading and excavation activities to a maximum depth of 8 feet below ground surface. The project would consist of approximately 45,000 cubic yards of cut and export. Hours of construction would be restricted to 7:00 a.m. to 8:00 p.m., up to seven days per week, per SBMC Section 10.650.150.

2.4.4 Project Approvals

As the public agency with the principal responsibility of approving the project, the City of Ventura would serve as the lead agency for the purposes of CEQA. Approvals required for implementation of the proposed project include, but are not limited to, the following:

City of Ventura

- SCEA Approval;
- Building Permit;
- Lot Line Adjustment/Lot Merger;
- Planned Development Permit; and
- Major Design Review.

Los Angeles Regional Water Quality Control Board

- National Pollutant Discharge Elimination System Construction General Permit.

2.4.5 Cumulative Development Scenario

In accordance with CEQA Guidelines Section 15064(h), this SCEA includes an evaluation of the proposed project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064(h) is as follows:

1. "When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is 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, the effects of other current projects, and the effects of probable future projects.

2. A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.
3. A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. 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. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.
4. The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

In light of the guidance summarized above, an adequate discussion of a project's contribution to cumulative impacts, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, the vision and growth projections contained in the City's General Plan⁵ and SCAG's 2020 RTP/SCS were identified and included for evaluation, and an analysis of the proposed project's cumulatively considerable impacts is included in Section 4.21, *Mandatory Findings of Significance*.

Pursuant to PRC Section 21159.28, growth-inducing impacts are not required to be referenced, described, or addressed within a SCEA. Additionally, project-specific or cumulative impacts from cars and light duty truck trips on global warming or the regional transportation network need not be referenced, described, or discussed within a SCEA; refer to Section 4.8, *Greenhouse Gas Emissions*.

The complete list of related projects is provided in Table 2-1, *Related Projects List*, and shown in Exhibit 2-7, *Cumulative Development Scenario*. An analysis of the project's potential contribution

⁵ The City of Ventura is in the process of updating its General Plan, and as of the date of publication of this document, the proposed *Ventura General Plan: Our Vision, Our Future* (General Plan Update) is still in the initial planning phase. As the General Plan Update has yet to be adopted by the City, the *City of San Buenaventura 2005 Ventura General Plan* is the applicable document for this analysis.

to cumulative impacts is provided, as appropriate, under the relevant environmental impact categories of this SCEA.

**Table 2-1
Related Projects List**

Exhibit Reference No.	Related Project No.	Location	Project Name	Description	Status ¹
1	PROJ-14614	2895 East Main Street	5 Points Office Building	A new three-story commercial office building over one level of underground parking.	Under Review
2	PROJ-23-0306	3915 Telegraph Road	Mandell's Retail and Apartments	Request for the construction of a new two-story retail building fronting Telegraph Road, and a new three-story 32-unit residential building on the rear half of the property, within the CPD zone with a land use designation of Commerce.	Under Review
3	PROJ-23-0294	4300 Telegraph Road	College Community Courts	Request for a new two- to three-story, 57-unit affordable housing project with a childcare building on a 2.45-acre site.	Entitled
4	PROJ-12768	5040 Telegraph Road	The Tides	A new 42-unit, multi-family residential development, inclusive of four low-income units, within a three-story building, on a 1.3-acre site. The development includes 63 parking spaces.	Entitled
5	PROJ-00723	Vacant parcel near the Northbound exit of Telephone Road off of U.S. 101.	The Grove Specific Plan	The Grove Specific Plan for the future development of approximately 200-250 residential units on a 26.5 acre site.	Under Review
6	PROJ-15409	915 Goodman Avenue	Colony Parc II	A new three-story residential development with 71 units on a two-acre site.	Approved
7	PROJ-23-0455	2535 Vista Del Mar Drive	Del Mar Project	Request for 215 for-sale units (125 single-family and 90 townhomes) on a 14.5-acre site in the Manufacturing Planned Development zoning district with a land use designation of Industrial and within the Coastal Zone.	Under Review
8	PROJ-23-14778	2400 Channel Drive	Haley Point	15 buildings, two- to- three stories in height, with a total of 72 townhomes, on a 4.3-acre site.	Under Construction
9	PROJ-15022	Southwest corner of South Seaward Avenue and Harbor Boulevard	Anastasi	Mixed-Use development consisting of 97 condominiums (15 buildings ranging from three to four stories in height) and 19493 square feet of commercial space.	Under Review
10	PROJ-23-0367	725 South Victoria Avenue	Vista Real Charter School	Request for Design Review and Use Permit for an 8,478 square-foot charter school on a 25,980	Entitled

Exhibit Reference No.	Related Project No.	Location	Project Name	Description	Status ¹
				square-foot site in the T4.8 zoning district within the Victoria Development Code.	
11	PROJ-23-0251	1931 Alameda Avenue	Alameda Avenue Apartments	Request to construct a five-story 52-unit apartment project on a 0.18-acre site.	Under Review

Notes:

¹ “New Application” projects are those formally submitted to the Community Development Department (Department) but not yet under review. “Under Review” projects are those that are being reviewed by the Department. “Set for Hearing” projects are those that have been scheduled for review at a Public Hearing. “Recently Acted On” projects are those that have received an approval or denial from a Hearing Body and are in their appeal period. “Entitled” projects are those that have received planning entitlements and can submit for building permits, but are not yet under construction. “Under Construction” projects are those that have received planning entitlements and have pulled requisite grading, building, and other applicable permits.

Source: City of Ventura, Community Development Department, Current Development Map, <https://cityofventura.maps.arcgis.com/apps/dashboards/bd1485cd71eb48138e40c49f2ca9df03>, accessed May 22, 2024. August 23, 2024, Related Projects status update correspondence from Shanna Farley, Planning Manager, City of Ventura.



Source: Google Earth Pro, May 2024

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3.0 SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT ELIGIBILITY

Pursuant to Public Resources Code (PRC) Sections 21155 and 21155.2, a project is eligible for evaluation under a Sustainable Communities Environmental Assessment (SCEA) if it:

- Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in the Sustainable Communities Strategy (see PRC Section 21155(a)).
- Meets the definition of a “transit priority project” (TPP) described in PRC Section 21155(b).
- Incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports (see PRC Section 21155.2(a)).

The following subsections evaluate the project’s eligibility to be reviewed under a SCEA pursuant to these criteria.

3.1 Sustainable Communities Strategy Consistency Analysis

Senate Bill (SB) 375 provides CEQA streamlining opportunities for TPPs that are “consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets” established by the California Air Resources Board (CARB)(see PRC Section 21155(a)).

3.1.1 Use Designation, Density, and Building Intensity

On September 3, 2020, the Southern California Association of Governments (SCAG) adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS, also known as Connect SoCal). On October 30, 2020, CARB accepted SCAG’s determination that the 2020–2045 RTP/SCS would, if implemented, achieve CARB’s established GHG emission reduction targets for year 2035.

Rooted in prior RTP/SCS plans, the core vision of the 2020-2045 RTP/SCS is centered on maintaining and better managing the transportation network in the region for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. This vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations, and walkable neighborhoods where goods and services are easily accessible via shorter trips.

The 2020-2045 RTP/SCS explicitly lays out 10 goals related to housing, transportation technologies, equity, and resilience. One goal specifically encourages development of diverse

housing types in areas that are supported by multiple transportation options (Goal 9). The 2020-2045 RTP/SCS identified Priority Growth Areas (PGAs), which primarily include Job Centers, Transit Priority Areas (TPAs), High Quality Transit Areas (HQTAs), Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence (SOIs). Accordingly, new housing and employment development are emphasized by the 2020-2045 RTP/SCS in PGAs, such as Job Centers, TPAs, HQTAs and NMAs, and away from natural and farmlands on the edges of urban and suburban areas, to incentivize infill development and the concentration of varied land uses. As depicted in Exhibit 3-1, SCAG's 2020-2045 RTP/SCS Job Centers, and Exhibit 3-2, SCAG's 2020-2045 RTP/SCS High Quality Transit Areas, the project site is located within both a Job Center and HQTA, as identified by the 2020-2045 RTP/SCS.

Within the category of PGAs, TPAs and HQTAs are specifically where transit-oriented development (TOD) can be realized – where people can live, work, and play in high density, compact communities with ready access to a multitude of safe and convenient transportation alternatives. Focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs and HQTAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. As an infill development within a HQTA, the proposed project inherently supports transit opportunities and promotes walkability. Further, the project site is not located within an absolute constrained area or variable constrained area, which are areas where future growth is not encouraged and, therefore, where projects do not qualify for a SCEA.¹

The project site would be developed to construct a mixed-use development consisting of two buildings with up to 350 residential units, up to 4,850 square feet of ground-floor neighborhood-serving commercial uses, and associated parking, open space, and landscaping improvements. The proposed residential units would comprise a mix of housing types, including market-rate apartments and townhomes, and affordable apartments restricted to low-income residents. The project has been designed to maximize walkability and encourage day-to-day interaction within the community. Ground-floor outdoor community spaces would include a pedestrian paseo, gardens, and seating areas, and would interact with ground-floor commercial uses. The public outdoor spaces between Buildings 1 and 2 (the pedestrian paseo) and at the corner of Maple Court and Maple Street would create areas for community members to gather and socialize. Pedestrian access to the site is provided from existing sidewalks along Maple Street and Maple Court, which would connect to the proposed pedestrian paseo. On-site parking would be split between two parking garages, one within each building, providing a total of approximately 500 vehicle spaces for residents and guests, including 25 electric vehicle (EV) charging stations and 14 Americans with Disabilities Act (ADA) compliant spaces. Additionally, approximately 70 bicycle parking spaces would be provided on-site. Within the project vicinity, regional and local bus services are provided by the Ventura County Transportation Commission (VCTC) and Gold Coast Transit District (GCTD) (formerly South Coast Area Transit [SCAT]). Adjacent roadways are improved with sidewalks and bicycle facilities.

¹ Absolute constrained areas include tribal lands, military, open space, conserved lands, sea level rise areas (two feet), and farmlands. Variable constrained areas include wildland urban interface, grazing lands, farmlands in incorporated jurisdictions, 500-year flood plains, CalFire Very High Severity Fire Risk (state and local), and Natural Lands Conservation Areas (connectivity, habitat quality, habitat type layers).



Source: GIS Data-SCAG, February 2021

The project site is currently designated Commerce and zoned Commercial (C-1A). The project site's zoning does not impose any density limit for mixed-use development; however, the site's land use designation permits a maximum residential density of up to 54 dwelling units per acre (du/ac). The project proposes to set aside 10 percent of its State density bonus law "base" density units for low income households, which allows a density bonus of up to 20 percent. As described above, the project is proposing to construct 350 units, representing an approximately 12.5 percent density bonus. Thus, with the addition of the density bonus under the State density bonus law, the proposed project would comply with the site's maximum residential density and not require a General Plan Amendment or Zoning Change; refer to Section 4.11, *Land Use*, Tables 4.11-2, *Zoning Code and Density Bonus Consistency Analysis for Building 1*, and 4.11-3, *Zoning Code and Density Bonus Consistency Analysis for Building 2*. Overall, the proposed project demonstrates consistency with a HQT, as defined by SCAG, as it would provide a high-density development that supports bicycle infrastructure, reduces parking requirements, and retains affordable housing near transit.

Further analysis of the project's consistency with the 2020-2045 RTP/SCS is provided in Table 3-1, *Consistency Analysis with the 2020-2045 RTP/SCS Strategy Policies*, which demonstrates how the project contributes to multiple goals, principles, and strategies in the 2020-2045 RTP/SCS. Notably, the project is consistent with the SCS's strategies related to land use patterns, which include "Focus Growth Near Destinations and Mobility Options" and, though not specifically intended for individual development projects, "Promote Diverse Housing Choices." In addition, as discussed in Section 4.14, *Population and Housing*, of this SCEA, development included under the project would be consistent with SCAG's forecasted population and housing growth for the City. Overall, based on the analysis provided below, the project is consistent with the land use designation, density, and building intensity criteria described in the 2020-2045 RTP/SCS.

It is acknowledged that on April 4, 2024, SCAG adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Plan* (2024-2050 RTP/SCS, also known as Connect SoCal 2024). However, as part of the approval process for any SCS, the California Air Resources Board (CARB) must accept that metropolitan planning organization's determination that the SCS would achieve the identified GHG emission reduction targets in the SCS. In the case of SCAG's 2024-2050 RTP/SCS, CARB has indicated in a letter to SCAG dated March 29, 2024 that the technological methodology utilized to quantify GHG emission reductions does not accurately quantify operational emissions. Thus, as of the date of preparation of this SCEA, CARB has not yet accepted SCAG's determination that the 2024-2050 RTP/SCS would achieve identified GHG reduction targets, and the timing for acceptance is unknown. Accordingly, this SCEA analyzes the project's consistency with the currently approved 2020-2045 RTP/SCS and identifies feasible 2020-2045 RTP/SCS Program EIR mitigation measures to be incorporated into the project. However, for informational purposes, Appendix A, *Informational Discussion of Project's Consistency with Connect SoCal 2024 Plan*, provides a summary of the project's consistency with the 2024-2050 RTP/SCS.

3.1.2 Applicable Policies

Table 3-1 assesses the project's consistency with applicable 2020-2045 RTP/SCS goals, principles, and strategies.

Table 3-1
Consistency Analysis with the 2020-2045 RTP/SCS Strategy Policies

Goals, Principles, and Strategies	Consistency Assessment
Goal 1. Encourage regional economic prosperity and global competitiveness.	Consistent. The project site is within a Priority Growth Area (PGA), specifically within a Job Center and a High Quality Transit Area (HQTA); refer to <u>Exhibit 3-1</u> and <u>Exhibit 3-2</u> . Job Centers inherently support economic prosperity by providing varied housing types and employment opportunities. By providing a mixed-use development with a commercial component and market-rate and affordable housing units in proximity to transit, the proposed project would encourage regional economic prosperity, which in turn would help the City and State grow as a global competitor.
Goal 2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. The project site is located within a SCAG-designated HQTA and Job Center; refer to <u>Exhibit 3-1</u> and <u>Exhibit 3-2</u> . Additionally, the project site is located within 0.5-mile of the Ventura Bus Transfer Center, a major transit stop served by the GCTD and VCTC. Furthermore, Telegraph Road qualifies as a High Quality Transit Corridor (HQTC) due to the “family” of related bus lines (Lines 6, 10, and 21) that all travel along this corridor and collectively provide service intervals of less than 15 minutes and proposed service levels of the Line 6 bus route operated by GCTD. ^{2 3} The project would support Goal 2 by constructing a transit-oriented, mixed-use development with up to 350 residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses, including coworking spaces. On-site parking for the public and residents would include approximately 25 EV charging stations and approximately 70 bicycle parking spaces. The project would include sidewalks and a pedestrian paseo that would connect to the existing public roadways surrounding the project site. The project’s internal circulation system would provide access to the various community spaces on site, including a pedestrian paseo, gardens, and seating areas. The project would improve mobility and accessibility for project residents and visitors by providing local access to transit, retail/commercial, and office uses. Therefore, the project would be consistent with this goal.
Goal 3. Enhance the preservation, security, and resilience of the regional transportation system.	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. However, the project would support the regional transportation system by situating a new mixed-use development adjacent to transit, retail/commercial, and office uses, which would help to increase GCTD (local) and VCTC (regional) ridership.
Goal 4. Increase person and goods movement and travel choices within the transportation system.	Consistent. Refer to response to Goal 2, above. As discussed, the project is located within a HQTA and Job Center and is adjacent to Telegraph Road, a HQTC currently served by the GCTD “family” of bus lines (lines 6, 10, and 21). Within the project vicinity, Maple Street is improved with a Class 3 bike route and Telegraph Road is improved with Class 2 bike lane, which share the existing roadway and provide continuity to other bikeways or designated preferred routes through high traffic areas. ⁴ Maple Court, Maple Street, South Mills Road, and Telegraph Road are all improved with sidewalks on both sides of the roadways. The project would include internal sidewalks and a pedestrian paseo, and provide approximately 70 bicycle parking spaces on-site. Therefore, the project would increase mobility and travel choices for the project area. The project would be consistent with this goal.

² July 8, 2022, telephone conversation with Matt Miller, Planning Manager, Gold Coast Transit District.

³ August 5, 2024, email correspondence with Caitlin Brooks, Program Manager, Ventura County Transportation Commission

⁴ City of San Buenaventura, *2005 Ventura General Plan*, August 8, 2005.

Goals, Principles, and Strategies	Consistency Assessment
Goal 5. Reduce greenhouse gas emissions and improve air quality.	Consistent. Refer to response to Goals 2 and 4. As discussed, the project would be located adjacent to a HQTC due to the service intervals of the GCTD “family” of bus lines (Lines 6, 10, and 21) that travel along Telegraph Road and proposed service levels of the Line 6 bus route. In addition, the project would include internal sidewalks and a pedestrian paseo, and provide approximately 70 bicycle parking spaces on-site to encourage walking and biking. Thus, the project would support the use of alternative modes of transportation, including walking, biking, and public transit, which would reduce per capita vehicle miles traveled (VMT) and corresponding greenhouse gas (GHG) and air pollutant emissions. Constructing a mix of market-rate and affordable housing choices, neighborhood-serving commercial uses, coworking space, and recreational amenities adjacent to a school (Anacapa Middle School), other multifamily and single-family residential uses, and commercial/retail uses, including the Pacific View shopping mall, would also reduce per capita VMT and GHG emissions. Furthermore, the project would incorporate a number of sustainable design features, including, but not limited to, high-efficiency irrigation and low-flow faucets and toilets; low-energy, indoor-outdoor lighting; high-efficiency heating, air conditioning, and cooling equipment; Energy Star equipment; and EV parking spaces. These project design features would further reduce per capita GHG and air pollutant emissions. Therefore, the project is consistent with the goal of reducing GHG emissions and improving air quality.
Goal 6. Support healthy and equitable communities.	Consistent. The project’s location and design features would encourage active transportation, such as walking and biking, within the project site and surrounding area, which would help to protect the environment and health of residents. Specifically, the project would include internal sidewalks and a pedestrian paseo, and improve the pedestrian experience by installing landscaping throughout the project site to promote walkability. The project would also provide 70 bicycle parking spaces to encourage biking. In addition, the project site is adjacent to a variety of public transit options provided by the GCTD and VCTC. These project characteristics would encourage alternative modes of transportation and a healthier community. The project would also provide a variety of housing options, including market-rate and affordable units, which would support a diverse and equitable community. Therefore, the project is consistent with this goal.
Goal 7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Goal 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Goal 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. Refer to response to Goal 2. The project would construct up to 350 residential units, including market-rate and affordable apartments. Unit types would include studio, one-bedroom, and two-bedroom units. As previously discussed, the project would support a variety of transportation options including walking, biking, and public transit. Therefore, the project is consistent with this goal.
Goal 10. Promote conservation of natural and agricultural lands and restoration of habitats.	Consistent. The project site is currently designated Commerce and zoned Commercial (C-1A). The site is currently developed with office uses and associated surface parking areas. The project is not located within an absolute or variable growth constraints area, as identified by SCAG to include open space, conserved lands, agricultural lands, and natural lands and habitat corridors. Thus, the proposed development would not impact any natural habitats or agricultural lands.
Principle 1. Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	Not Applicable. This principle is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.

Goals, Principles, and Strategies	Consistency Assessment
Principle 2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability, and safety, and that preserve the existing transportation system.	Not Applicable. This principle is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Principle 3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	Not Applicable. This principle is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Nevertheless, the project's location and design features would support this principle by promoting the use of sustainable transportation options such as walking, biking, and public transit. The project would also include 32 affordable housing units in support of equitable communities.
Principle 4. Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	Not Applicable. This principle is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. However, the project is located within a SCAG-designated HQTa and Job Center and would promote the use of public transportation and other alternative modes of transportation that reduce single-occupancy vehicle use.
Principle 5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	Not Applicable. This principle is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Nevertheless, the project would support this principle by improving air quality and public health and reducing per capita GHG emissions for the reasons discussed in responses to Goals 5 and 6.
Principle 6. Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	Not Applicable. This principle is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Principle 7. Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long-term resilience.	Not Applicable. This principle is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Strategy 1 – Focus Growth Near Destinations & Mobility Options.	
a) Emphasize land use patterns that facilitate multimodal access to work, educational, and other destinations.	Consistent. The project would develop a variety of new housing types, including affordable housing, adjacent to office, commercial/retail, and institutional uses, including the Pacific View shopping mall, and Anacapa Middle School, and within 0.5-mile to the GCTD (local) and VCTC (regional) bus lines. The project would include a pedestrian paseo and internal sidewalks that would connect to the existing public roadways and pedestrian facilities surrounding the project site. The project's internal circulation system would provide access to the various community spaces on site including a pedestrian paseo, gardens, and seating areas. Therefore, the project would facilitate multi-modal access to local destinations, including employment, educational, and recreational opportunities. As such, the project is consistent with this strategy.
b) Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets.	Consistent. The project would construct a mixed-use development with up to 350 residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses, including coworking spaces. The project would be located adjacent to the GCTD (local) and VCTC (regional) bus lines. In addition, the project would include internal sidewalks and a pedestrian paseo, and provide approximately 70 bicycle parking spaces on-site to encourage walking and biking. Thus, the project would reduce per capita VMT and provide housing opportunities for employees within

Goals, Principles, and Strategies	Consistency Assessment
	a SCAG-designated Job Center that is easily accessible via public transit, which would improve the regional job/housing balance. Therefore, the project is consistent with this strategy.
c) Plan for growth near transit investments and support implementation of first/last mile strategies.	Consistent. The first/last mile concept refers to the modes used by transit riders to connect with the transit core; often transit riders must walk, bike, or drive to the nearest bus or rail service stop. The goal is to reduce the time and distance between destinations and transit stops, making transit ridership more convenient. As discussed above, the project is located within a SCAG-designated HQTa and Job Center. The project would develop up to 350 residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses. Within the project vicinity, Maple Street is improved with a Class 3 bike route and Telegraph Road is improved with Class 2 bike lane, which share the existing roadway and provide continuity to other bikeways or designated preferred routes through high traffic areas. Maple Court, Maple Street, South Mills Road, and Telegraph Road are all improved with sidewalks on both sides of the roadways. The project would support first/last mile strategies by providing a pedestrian paseo and internal sidewalks that would connect to the existing public roadways and pedestrian facilities surrounding the project site. The project would also include bicycle parking spaces to facilitate bicycle travel throughout the project site. Therefore, the project is consistent with this strategy.
d) Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses.	Consistent. The project proposes to demolish three existing office buildings on-site to allow for the construction of two new mixed-use buildings with up to 350 multifamily residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses. Of the 350 units, 32 would be affordable units (20 units in Building 1 and 12 units in Building 2) restricted to low-income households. The project would also include private and common outdoor areas, up to 500 parking spaces, and landscaping and lighting improvements. Thus, the project would redevelop and revitalize an outmoded office/retail complex with a mixed-use development.
e) Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods.	Consistent. The project would redevelop an existing office use with up to 350 multifamily residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses within a SCAG-designated HQTa and Job Center. Proposed outdoor community spaces would include a pedestrian paseo, gardens, and seating areas. The public outdoor spaces between Buildings 1 and 2 (the pedestrian paseo) and at the corner of Maple Court and Maple Street would create areas for community members to gather and socialize. Private amenities for residents would include pool courtyards, a work from home garden, an entertainment terrace with kitchen amenities and dining space, community gardens, and a dog run. Play areas would be provided within these spaces for additional recreation. Therefore, the project is consistent with this strategy.
f) Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).	Consistent. As discussed under Strategy 1(a), the project proposes a mixed-use development located adjacent to office, commercial/retail, and institutional uses, including the Pacific View shopping mall, and Anacapa Middle School, and within 0.5-mile to the GCTD (local) and VCTC (regional) bus lines. The project would provide internal sidewalks and a pedestrian paseo, and improve the pedestrian experience by installing landscaping throughout the project site to promote walkability. The project would also provide 70 bicycle parking spaces. These project features would promote walkability and biking. Therefore, the Project would support a variety of transportation options that would reduce the reliance on and number of solo car trips and would be consistent with this strategy.
g) Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking).	Consistent. Per the San Buenaventura Municipal Code (SBMC), the project would be required to provide parking at a rate of one space for every studio/one-bedroom unit, two spaces for every two-bedroom unit, one guest space for every four units, and one space for every 300 square feet of commercial use, for a total of 551 parking spaces. Under State density bonus law, the project proposes parking at a reduced rate for a total of 500 spaces. Building 1 would provide 290 vehicle parking spaces, with 170

Goals, Principles, and Strategies	Consistency Assessment
	spaces on the ground floor of the garage and 120 spaces on the second floor. Building 2 would provide 210 vehicle parking spaces, with 100 spaces on the ground floor and 110 on the second floor. Both parking garages would provide 25 EV charging stations, 14 ADA-compliant spaces, and 70 bicycle parking spaces. Upon approval of a density bonus, the project would support this goal by allowing reduced ("right sized") parking requirements.
Strategy 2 – Promote Diverse Housing Choices	
a) Preserve and rehabilitate affordable housing and prevent displacement.	Not Applicable. The project site is currently developed with office uses. There is no affordable housing on-site that could be preserved, rehabilitated, or displaced. Further, the project proposes to redevelop the site with multifamily residential uses, including affordable units restricted to low-income households.
b) Identify funding opportunities for new workforce and affordable housing development.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Nevertheless, the project would develop 32 affordable units on the project site.
c) Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. The project does not propose any accessory dwelling units.
d) Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. However, as discussed in response to Goal 5, the project would support the reduction of GHG emissions.
Strategy 3 – Leverage Technology Innovations	
a) Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing, and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging, and parking/drop-off space.	Consistent. The project would provide approximately 25 EV spaces and 70 bicycle spaces within the two proposed parking garages.
b) Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual projects.
c) Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage, and power generation.	Not Applicable. This strategy is directed toward SCAG and local jurisdictions and does not apply to individual development projects. However, the project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards (commonly known as Title 24), which encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.
Strategy 4 – Support Implementation of Sustainability Policies	
a) Pursue funding opportunities to support local sustainable	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. However, as

Goals, Principles, and Strategies	Consistency Assessment
development implementation projects that reduce greenhouse gas emissions.	discussed in response to Goal 5, the project would support the reduction of GHG emissions.
b) Support Statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. However, the project is a mixed-use development located within a SCAG-designated HQTa and adjacent to existing GCTD (local) and VCTC (regional) bus lines.
c) Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual projects.
d) Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual projects.
e) Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual projects.
f) Continue to support long range planning efforts by local jurisdictions.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual projects.
g) Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual projects.
Strategy 5 – Promote a Green Region	
a) Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
b) Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
c) Integrate local food production into the regional landscape.	Not Applicable. This strategy is directed toward SCAG and/or regional and local agencies and does not apply to individual projects.

Goals, Principles, and Strategies	Consistency Assessment
d) Promote more resource efficient development focused on conservation, recycling and reclamation.	Consistent. Energy-saving features and sustainable design would be incorporated throughout the project through compliance with required regulations in the Title 24 Building Standards Code, and specifically the CALGreen Code. Accordingly, the project would include features to enhance sustainability, such as energy efficiency, water efficiency, waste reduction, and recycling. The project would incorporate the following sustainability features: water conservation (such as high-efficiency irrigation and low-flow faucets and toilets); energy conservation (such as low-energy, indoor-outdoor lighting, high-efficiency heating, air conditioning, and cooling equipment, and Energy Star labeled equipment); transportation (such as EV parking spaces, on-site bicycle storage, and accessibility to public transportation options); air quality (such as use of sealants, paints, and finishes that emit low volumes of volatile organic compounds); solid waste (such as trash collection that would facilitate separation of organics, recyclables, and non-recyclable trash streams); and water quality (such as low impact design features for on-site stormwater treatment, using permeable pavement, and directing stormwater runoff to vegetated areas).
e) Preserve, enhance and restore regional wildlife connectivity.	Not Applicable. As discussed above, the project is not located within a SCAG-designated absolute or variable growth constraints area. Furthermore, the project site is surrounded on all sides by urban development and does not provide regional wildlife connectivity. Therefore, the project would neither support nor conflict with the preservation, enhancement, or restoration of regional wildlife connectivity.
f) Reduce consumption of resource areas, including agricultural land.	Not Applicable. The project site is located in an urbanized and built out area of Ventura and is not located within any resource areas, including agricultural land. The project site is currently designated Commerce and zoned C-1A. The site is currently developed with office uses and associated surface parking areas. Thus, this strategy is not applicable to the proposed development.
g) Identify ways to improve access to public park space.	Consistent. The project would include a pedestrian paseo, gardens, and seating areas for the public, and private amenities for residents would include pool courtyards, a work from home garden, an entertainment terrace with kitchen amenities and dining space, community gardens, and a dog run. Play areas and games would be provided within these spaces for additional recreation. Further, the project would develop residential uses approximately 0.09-mile of the Pacific Skatepark, within 0.12-mile of the Ventura Family YMCA, within 0.4-mile of Camino Real Park, and within 0.5-mile of Blanche Reynolds Park.

3.2 Transit Priority Project Criteria Analysis

SB 375 provides CEQA streamlining opportunities for certain TPPs. A TPP is a project that meets the following three criteria (see PRC Section 21155 (b)):

1. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
2. Provides a minimum net density of at least 20 units per acre; and
3. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

As discussed below, the proposed project qualifies as a TPP pursuant to the criteria set by PRC Section 21155.

Consistency with Criterion No. 1

The project is a mixed-use development consisting of 439,931 square feet of building area (total building area excludes 207,829 square feet of semi-subterranean parking area) on a 250,522 square-foot lot. The proposed 350 residential units, and residential lobby, leasing, and amenity spaces would result in 341,601 square feet of residential use (habitable) building area (approximately 78 percent of the total building area).⁵ Non-residential uses, including commercial areas, service areas, internal circulation, and utility areas would account for the remaining 98,330 square feet of building area (approximately 22 percent of the total building area).⁶ Therefore, the project would be consistent with this criterion.

Consistency with Criterion No. 2

The site's Commerce land use designation permits a base residential density of up to 54 du/ac. The project would divide the site into two lots; Lot 1 would include 3.55 acres and Lot 2 would include 2.2 acres, for a total project site of 5.75 acres, thus allowing 192 units on Lot 1 and 119 units on Lot 2, or 311 total units, which is approximately 54 units per acre.^{7,8}

The project proposes to set aside 10 percent of its density bonus law "base" density for low income households, which allows a density bonus up to 20 percent, or 231 units on Lot 1 and 143 units on Lot 2. The project proposes 216 units on Lot 1 and 134 units on Lot 2, which results in densities of 60.8 and 60.9 units per acre, respectively. As such, the project would be consistent with this criterion. Please refer to Table 4.11-2 and 4.11-3.

Consistency with Criterion No. 3

PRC Section 21155(b)(3) requires that a TPP be within 0.5-mile of a major transit stop or high-quality transit corridor (HQTC), wherein a "high-quality transit corridor" is a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours, and a "major transit stop" is "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21155(b) further states that a "major transit stop" is defined in PRC Section 21064.3, except that, for purposes of Section 21155(b), it also includes major transit stops that are included in the applicable regional transportation plan.

The project site is located within one-half mile of Telegraph Road, which the 2020-2045 RTP/SCS identifies as a future HQTC based on proposed service levels of the Line 6 bus operated by GCTD. GCTD and VCTC staff have confirmed that Telegraph Road currently qualifies as a HQTC due to the "family" of related bus lines (GCTD Lines 6, 10, and 21) that all travel along this corridor and collectively provide service intervals of less than 15 minutes during the morning and afternoon peak commute periods, consistent with the HQTC methodology authorized by the 2020-2045 RTP/SCS.^{9 10} Refer to Exhibit 3-2 and Exhibit 3-3, SCAG 2020-2045 RTP/SCS High Quality Transit Corridors. Additionally, the project site is within 0.5-mile of

⁵ 341,601 residential square feet / 439,931 total square feet = 77.65 percent residential square feet

⁶ 98,330 non-residential square feet / 439,931 total square feet = 22.35 percent non-residential square feet

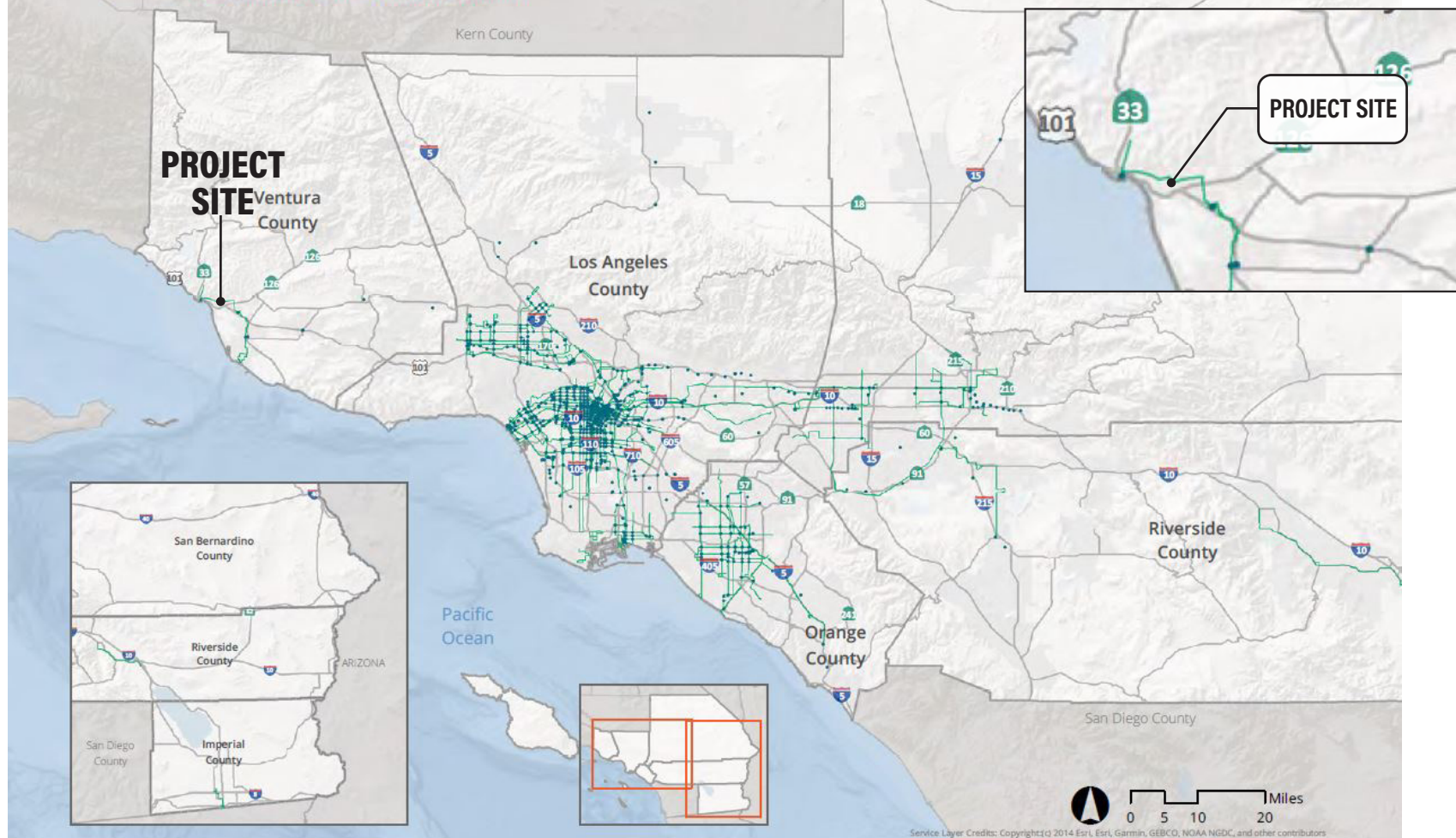
⁷ 3.55 acres * 54 du/ac = 192 units

⁸ 2.50 acres * 54 du/ac = 119 units

⁹ July 8, 2022, telephone conversation with Matt Miller, Planning Manager, Gold Coast Transit District.

¹⁰ August 5, 2024, email correspondence from Caitlin Brooks, Program Manager, Ventura County Transportation Commission.

EXHIBIT 14 2045 Plan High Quality Transit Corridors



- Major Transit Stops (2045) High Quality Transit Corridors (HQTCS) (2045)

Note: SCAG identifies Major Transit Stops and HQTCS using the methodology described in the Transit Technical Report. In summary, these maps and data are intended for planning purposes only. SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information, and assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. The information is provided with no warranty of any kind, expressed or implied. Local jurisdictions should consult with the appropriate transit provider(s) to obtain the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining.

Source: SCAG, 2019

Source: SCAG, 2019

the Ventura Bus Transfer Center, which has at least two or more major bus routes combined (GCTD and VCTC) that provide less than 15 minute headways during the morning and afternoon peak commute periods and therefore meets the definition of a major transit stop.

3.3 Incorporation of Feasible Mitigation Measures, Performance Standards, and Criteria from Prior Applicable EIRs

PRC Section 21155.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. The City complied with PRC Section 21155.2 by reviewing all of the mitigation measures in the *Mitigation Monitoring and Reporting Program (MMRP) for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) of the Southern California Association of Governments (SCAG) Program Environmental Impact Report (PEIR)* (September, 2020) and the *City of Ventura 2005 General Plan Environmental Impact Report (EIR)* (August, 2005) for potential imposition on the project. The mitigation measures were not imposed if the project was found to already be in substantial compliance with the mitigation measure as proposed; therefore, not requiring mitigation to reduce a substantial impact or if the mitigation measures were found not to be feasible due to other reasons identified throughout the SCEA. Relevant and partially relevant mitigation measures, performance standards, or criteria from the aforementioned documents are included in each of the applicable technical sections of Section 4.0, Initial Study Checklist, of this Draft SCEA. Some of the mitigation measures from prior applicable EIRs are not applicable to the project as there are no resources addressed by specific measures from the prior applicable EIRs that would be affected, and either no impacts would occur or impacts would be less than significant without mitigation, and therefore it would not be feasible to incorporate those mitigation measures and remain in compliance with CEQA, because mitigation measures, as defined by CEQA, are not required for effects found not to be significant.¹¹ Others are duplicative or have minor inconsistencies with the project-specific mitigation measures set forth below. More specifically, almost all of the SCAG's programmatic mitigation measures are directed at SCAG and are therefore not feasible to incorporate into the project. Nonetheless, the project would not preclude SCAG's implementation of those programmatic measures. Similarly, almost all of the project-level mitigation measures identified by SCAG are directed for lead agencies to implement, as appropriate and feasible, as part of their project-specific environmental review. Lead agencies for projects that are eligible for a SCEA should consider and require such projects to incorporate SCAG's project-level mitigation measures included in SCAG's 2020-2045 RTP/SCS PEIR MMRP and the City's General Plan EIR (or comparable measures), as appropriate and feasible. Many lead agencies, including the City of Ventura, have existing regulations, policies, and/or standard conditions of approval that address potential impacts and are more effective at reducing impacts than the mitigation measures of the prior applicable EIRs. Nothing in the prior applicable EIRs' MMRP is intended to supersede existing regulations or policies of the City.

Although mitigation measures from SCAG's 2020-2045 RTP/SCS PEIR MMRP and the City's General Plan EIR have been presented in Section 4.0 of this Draft SCEA, and have been considered by the City, only a few of these measures are feasible to incorporate into the project. The project-specific mitigation measures identified for those project impacts that have been determined as potentially significant consider the mitigation measures from the prior applicable EIRs and incorporate the relevant requirements from those measures. Notably, the project-specific mitigation measures themselves are adequate to reduce the project's potentially

¹¹ CEQA Guidelines Section 15126.4(a)(3). Furthermore, pursuant to CEQA Guidelines Section 15126.4(a)(4)(B), a mitigation measure must be roughly proportional to the impacts of a project; if no impact is identified, no mitigation measure would be acceptably proportional.

significant impacts to a less than significant level. Section 7.0, *Inventory of Feasible Mitigation Measures*, provides an inventory of feasible mitigation measures from the prior applicable EIRs (i.e., 2020-2045 RTP/SCS PEIR and General Plan EIR).

4.0 INITIAL STUDY CHECKLIST

A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “**Potentially Significant Impact**” or “**Less Than Significant Impact With Mitigation**” as indicated by the checklist on the following pages.

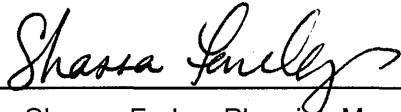
☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy Geology /Soils
☒ Geology and Soils	☐ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☒ Noise	☐ Population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

B. DETERMINATION

On the basis of this initial evaluation: *Check one*

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- ☒ I find that the proposed project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project.

Signature

Name, Title Shanna Farley, Planning ManagerAugust 23, 2024

Date

C. EVALUATION OF ENVIRONMENTAL IMPACTS

This Draft SCEA uses the current CEQA Guidelines Appendix G checklist to analyze potential project-related impacts.

4.1 AESTHETICS

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM AES-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.
- Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.
- Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.
- Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.
- Retain or replace trees bordering highways, so that clear-cutting is not evident.

- f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.
- g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity.
- h) Use see-through safety barrier designs (e.g. railings rather than walls).

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project would have less than significant impacts on scenic resources and the project site is not located on or within close proximity to a State scenic highway; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM AES-1 because there are no applicable environmental impacts to mitigate.

PMM AES-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.
- b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.
- c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.
- d) Design projects consistent with design guidelines of applicable general plans.
- e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.
- f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows:
 - use transparent panels to preserve views where sound walls would block views from residences;

- use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;
 - construct sound walls of materials whose color and texture complements the surrounding landscape and development;
- g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.

Feasibility to Incorporate into the Project: Not Feasible.

Due to the project's urbanized setting, Response 4.1(c), below, focuses on the project's potential to conflict with applicable zoning and other regulations governing scenic quality. Based on the analysis, the project would not result in conflicts to applicable zoning, State Density Bonus Law, and other regulations with regard to scenic quality, and impacts were determined to be less than significant. As there are no applicable environmental impacts to mitigate, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM AES-2. Compliance with local standards and regulations would further ensure that aesthetic impacts would be less than significant.

PMM AES-3:

In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.
- b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.
- c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.
- d) Use unidirectional lighting to avoid light trespass onto adjacent properties.
- e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.
- f) Provide structural and/or vegetative screening from light-sensitive uses.
- g) Shield and direct all new street and pedestrian lighting away from light-sensitive offsite uses.
- h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.
- i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, due to the temporary nature of construction and similar light and glare intensity to that generated by existing residential, institutional, and commercial uses near the site, the project would not create a new source of substantial light or glare that would result in a significant impact. As there are no applicable environmental impacts to mitigate, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM AES-3. Compliance with regulatory requirements would further ensure that potential impacts associated with light and glare would be less than significant.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce aesthetic impacts.

Impact Analysis

Pursuant to Senate Bill (SB) 743 (Public Resources Code [PRC] Section 21099(d)), “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within 0.5-miles- of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.” PRC Section 21064.3 defines “major transit stop” as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. PRC Section 21099 defines an infill site as a lot located within an “urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.” Furthermore, provisions of SB 743 provide that this legislation “does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies” (PRC Section 21099(d)(2)(A)) and that “aesthetic impacts do not include impacts on historical or cultural resources” (PRC Section 21099(d)(2)(B)). The project proposes a mixed-use residential development within an infill site with no known historic resources, surrounded by urban uses, and located within 0.5-mile of the Ventura Bus Transfer Center, which has at least two or more major bus routes combined (GCTD and VCTC) that provide less than 15 minute headways during the morning and afternoon peak commute periods and therefore meets the definition of a major transit stop. As such, the project’s aesthetic impacts shall not be considered a significant impact on the environment and the following aesthetics analysis is provided for informational purposes only.

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

Less Than Significant Impact. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed.¹ Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features.

¹ A viewshed is the geographical area which is visible from a particular location.

Based on the General Plan EIR, visual resources within the City include hillsides, shorelines, rivers and barrancas, and agricultural lands and windrows. Specifically, the hills of the Transverse Range rise above Ventura about 1,200 feet, providing a dramatic visual backdrop and a scenic resource of the City. Additional scenic resources in the City include views of the Pacific Ocean, Ventura River Valley, and Oxnard coastal plain. The area where the Ventura River flows into the Pacific Ocean offers unique scenic opportunities with changes in vegetation as the floodplain freshwater meets seawater. Further, the Santa Clara River and adjacent floodplain form the southeastern boundary of the City and serves as important visual elements in creating a scenic approach to the City from the south. View corridors/public vantage points include State Route 33, State Route 126, U.S. 101, Anchors Way, Brakey Road, Fairgrounds Loop, Ferro Drive, Figueroa Street, Harbor Boulevard, Main Street, Navigator Drive, North Bank Drive, Poli Street/Foothill Road, Olivas Park Drive, Schooner Drive, Spinnaker Drive, Summit Drive, Telegraph Road east of Victoria Avenue, Victoria Avenue South of U.S. 101, and Wells Road.

The project site is located within 0.33-mile of U.S. 101, a designated scenic resource identified in the General Plan EIR. Views of the project site from U.S. 101 are not readily afforded given the distance and intervening structures, topography, and vegetation. Partially obstructed views of the Transverse Range north of the project site are afforded by motorists and pedestrians traveling northbound on Chapel Drive and other public vantage points, such as the Pacific Skatepark located at 374 Chapel Drive. Although the proposed project would increase building massing on-site, the proposed project would include a step down in height from a maximum of five stories at the interior of the site (approximately 57 feet tall) down to two stories (approximately 24 feet tall). The eastern elevation of Building 1 proposes increased setbacks to provide articulation and reduce massing (where limited views from public vantage points are currently afforded to motorist and pedestrians south of the project site); the first and second stories would be setback approximately 44 feet, the third and fourth stories would be setback approximately 58 feet and the fifth story would be setback approximately 96 feet from the existing lower-density residential uses along the eastern property line. The eastern elevation of Building 2 also proposes increased setbacks; the first and second stories would setback approximately 31 feet, the third and fourth stories would be setback approximately 32 feet and the fifth story would be setback approximately 79 feet from the existing lower-density residential uses along the eastern property line. In addition, multiple courtyards would be incorporated along the third story and would be dispersed throughout each of the buildings creating reliefs along their façades. As such, the proposed project would not result in substantial view blockages of the Transverse Range from public vantage points south of the project site. Additionally, the proposed project would be similar in massing and scale to existing commercial uses west of the project site, along South Mills Road. Thus, project implementation would have less than significant impacts on scenic vistas.

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

No Impact. There are no officially designated State scenic highways in the City of Ventura.² The nearest Caltrans Officially Designated State Scenic Highway is a segment of State Route 33, located approximately 10 miles to the north of the site. The nearest Eligible State Scenic Highway (not officially designated) is a segment of U.S. 101, located approximately 0.33-mile to the south of the project site. It is acknowledged that U.S. 101 is also designated as a scenic corridor in the General Plan EIR; however, views of the project site are not afforded to motorists traveling along

² California Department of Transportation, *California State Scenic Highway System Map*, <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed November 26, 2023.

U.S. 101 given the distance and intervening structures, topography, and vegetation; refer to Response 4.1(a) above. As such, no impact would occur in this regard.

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

Less Than Significant Impact. Based on the project's urbanized setting, the following analysis focuses on the project's potential to conflict with applicable zoning and other regulations governing scenic quality. As discussed in Section 2.4.3, *Project Construction*, construction activities are anticipated to occur over an approximately three-year period. Construction activities associated with the proposed project would include construction equipment, staging areas, vehicles, and construction workers on a site that is currently developed with three, two-story office buildings. As a Standard Condition of Approval for the proposed project, construction fencing would be installed along the perimeter of the site during the construction phase of the project to screen construction activities from view. Following completion of the construction activities, all construction equipment would be removed from the site. Due to the temporary nature of construction activities and existing urbanized environment, short-term construction activities would not substantially degrade the existing visual character or quality of public views of the site and its surroundings.

The project site is surrounded by existing urban development (residential, commercial, and institutional uses). The project proposes to construct two new mixed-use buildings with up to 350 multi-family residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses. Both buildings would step down in height from a maximum of five stories at the interior of the site (approximately 57 feet tall) down to two stories (approximately 24 feet tall). These building heights are below the maximum building height limit of 75 feet permitted by the project site's zoning. The proposed site plan and massing arrangement places the tallest building elements away from neighboring uses, and the multiple courtyards at the third floor are dispersed throughout each building creating reliefs along their façades. The project would also provide code-compliant side and rear yard setbacks from adjoining residential and institutional uses.

The project's proposed land uses are consistent with the site's current Commerce land use designation and C-1A zoning. Additionally, the proposed project is located within the Pacific View Mall District; and thus, would be required to comply with development standards applicable to this district. Pursuant to San Buenaventura Municipal Code (SBMC) Division 4, *Development Regulations and Standards*, design standards guide future development characteristics, such as height and placement of buildings and structures, setback requirements, and architectural design parameters, and the project would be subject to SBMC requirements. The project Applicant is proposing a project that invokes State density bonus law (Government Code Section 65915) and the City's density bonus regulations (SBMC Chapter 24.445, *Residential Density Bonus Regulations*). Therefore, under State density bonus law and SBMC Chapter 24.445, the project qualifies for deviations from the applicable development standards (e.g., density bonus, incentives and concessions, waivers, parking). Accordingly, with State density bonus law approval, the proposed project would utilize one development incentive to allow for a reduced front setback from 25 feet, for each proposed building, pursuant to SBMC Section Chapter 24.445 and California Government Code Section 65915. Upon approval of the density bonus request and associated incentive, the proposed project would utilize a front setback of eight feet, two inches for Building 1 and three feet, six inches for Building 2. The proposed project would not exceed the maximum building height limit of 75 feet permitted by the project site's zoning. Further, the

proposed project would be consistent with applicable goals, objectives, or policies of the General Plan, zoning requirements, SBMC requirements, and other applicable regulations pertaining to scenic quality. Additionally, the proposed project would be required to comply with SBMC Section 24.545.030, *Review process*, which requires Major Design Review for development projects that add five or more residential units, new non-residential structures greater than or equal to 2,000 square feet of gross area, or additions to existing non-residential structures greater than or equal to a 25 percent increase in the square footage or lot coverage of an existing non-residential structure. Thus, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Project construction could result in temporary daytime glare impacts due to the use of construction equipment and reflective materials; however, based on the project's temporary nature of construction, construction activities are not anticipated to require the use of any specialized equipment capable of producing high amounts of daytime glare. Additionally, the project would be required to comply with SBMC Section 10.650.150, *Special noise sources*, for allowable construction hours, which are limited to the hours of 7:00 a.m. to 8:00 p.m. Monday through Sunday. Thus, as no nighttime construction activities would be permitted between the hours of 8:00 p.m. to 7:00 a.m., short-term construction-related impacts to nighttime lighting would be less than significant.

The site is currently illuminated by streetlights along Maple Street, pole mounted parking lot lighting, indoor building lighting/building entrance security lighting, and vehicular headlights within the surface parking areas and entering and exiting the project site. Long-term operation of the project may increase lighting at the project site compared to existing conditions due to the proposed installation of indoor and outdoor lighting and vehicles entering and exiting the project site. However, the light and glare intensity caused by the proposed development would be similar to that generated by existing residential, institutional, and commercial uses near the site. The project would also be required to comply with the lighting requirements included in SBMC Section 24.423.010, *Applicability*, which requires all luminaries be designed and selected to avoid excessive spillage of illumination onto public right-of-way and adjacent properties, by using a subdued light source to maintain the character of the residential neighborhood.

The project's exterior building materials are anticipated to include brick and textured cement panels along the residential frontages, frosted glass railings screening the upper courtyards, bronze and corrugated metal, with metal railings, archways, and dark vinyl windows where the storefronts meet the upper residential units, corrugated metal panel screening the mechanical equipment on the roof. These building and architectural materials are not anticipated to result in substantive glare impacts to surrounding uses. Moreover, the project would be subject to Major Design Review as required by SBMC Section 24.545.030. This regulatory procedure would include the review of the project's building materials to ensure neighboring uses are not exposed to substantial daytime and nighttime glare or light spillover beyond the project site boundary. Overall, impacts would be less than significant in this regard.

4.2 AGRICULTURE AND FORESTRY RESOURCES

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential.

- b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.
- c) Maintain and expand agricultural land protections such as urban growth boundaries
- d) Provide for mitigation fees to support a mitigation bank⁶⁶ that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.
- e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.
- f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project site is not located in an area actively used for agricultural purposes, including those classified as Prime, Unique, or Farmland of Statewide Importance; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM AG-1 because there are no applicable environmental impacts to mitigate.

PMM AG-2: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

- a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.
- b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project site is currently zoned C-1A and is not located in an area actively used for agricultural purposes which could result in a conflict with existing zoning for agricultural use or a Williamson Act contract; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM AG-2 because there are no applicable environmental impacts to mitigate.

PMM AG-3: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

- a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project site is currently zoned C-1A and is not occupied by or used for forest land or timberland; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM AG-3 because there are no applicable environmental impacts to mitigate.

PMM AG-4: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

- a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.
- b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.
- c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project site is currently zoned C-1A and is not occupied by or used for forest land; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM AG-4 because there are no applicable environmental impacts to mitigate.

PMM AG-5: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

- a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary

or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project site is currently zoned C-1A and is not occupied by or used for forest land or farmland; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM AG-5 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce agricultural and forestry impacts.

Impact Analysis

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

No Impact. The project area is designated as “Urban and Built-Up Land,” by the California Department of Conservation’s Farmland Mapping and Monitoring Program.³ As such, project implementation would have no impact on Prime, Unique, or Farmland of Statewide Importance. No impacts would occur in this regard.

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

No Impact. According to the California Department of Conservation, *California Important Farmland Finder*, the project site is not located in an area actively used for agricultural purposes which could result in a conflict with existing zoning for agricultural use or a Williamson Act contract.⁴ As such, no impact would occur in this regard.

- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

No Impact. The project site is currently zoned C-1A and is not occupied by or used for forest land or timberland. As such, no impact would occur in this regard.

³ California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed February 27, 2024.

⁴ Ibid.

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

No Impact. As mentioned above, the project site is currently zoned C-1A and is not occupied by or used for forest land. As such, no impact would occur in this regard.

- e) **Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

No Impact. As mentioned above, the project site is currently zoned C-1A and is not occupied by or used for forest land or farmland. As such, no impact would occur in this regard.

4.3 AIR QUALITY

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM AQ-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Minimize land disturbance.
- b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- c) Cover trucks when hauling dirt.
- d) Stabilize the surface of dirt piles if not removed immediately.
- e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- f) Minimize unnecessary vehicular and machinery activities.
- g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.
- j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating

achievement of the applicable percent reduction for a CARB-approved fleet.

- k) Ensure that all construction equipment is properly tuned and maintained.
- l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.
- m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
- o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.
- p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.
- q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain onsite for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.
- r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.
- s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.

- t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.
- u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).
- v) As applicable for airport projects, the following measures should be considered:
 - a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines.
 - b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.
 - c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.
- w) As applicable for port projects, the following measures should be considered:
 - a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).
 - b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.
 - c. Use short side electric power for ships, which may include tugboats and other oceangoing vessels or develop incentives to gradually ramp up the usage of shore power.
 - d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.
 - e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.
 - f. Encourage the participation in the Green Ship Incentives.
 - g. Offer incentives to encourage the use of on-dock rail.
- x) As applicable for rail projects, the following measures should be considered:
 - a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.
- y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.
- z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.
 - a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air

- pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.
- b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.
 - c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.
 - d. Provide information to residents on where MERV filters can be purchased.
 - e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.
 - f. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.
 - g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.
 - h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and
 - i. Develop a process for evaluating the effectiveness of the enhanced filtration units.
- aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.

Feasibility to Incorporate into the Project: Partially Feasible.

As analyzed below, the project would incorporate and adhere to 2020-2045 RTP/SCS PEIR PMM AQ-1(a) through (h) and (j) through (q) which would reduce adverse effects that would violate air quality standards by ensuring compliance with the most recent version of the VCAPCD Ventura County Air Quality Assessment Guidelines. Thus, 2020-2045 RTP/SCS PEIR PMM AQ-1(a) through (h) and (j) through (q) are feasible to incorporate into the project. 2020-2045 RTP/SCS PEIR PMM AQ-1(i), and (r) through (aa) are not feasible to incorporate into the project as the project is not a Caltrans, airport, port, or rail project, does not involve school development, does not generate significant truck trips, and is not located within the South Coast Air Basin, within 500 feet of a freeway, or within AB 617, low-income, and minority communities.

General Plan EIR Mitigation Measures

- AQ-2** Additional Air Quality Actions. The following actions should be added to the 2005 General Plan to address air quality impacts of future development on a case-by-case basis:
- Require air quality 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.
 - In accordance with Ordinance 93-37, continue to require payment of fees to fund regional transportation demand management (TDM) programs for all projects generating emissions in excess of Ventura County APCD thresholds.

The following action should be added if a land use scenario that includes expansion areas is adopted in order to ensure that individual development projects within expansion areas contribute toward the City's TDM fund:

- Require the development of specific plans for expansion areas for which overall air pollutant emissions shall be estimated to establish a TDM fund as required under Ordinance 93-37. Require individual developers within expansion areas to contribute pro rata fees to the TDM fund.

Feasibility to Incorporate into the Project: Partially Feasible.

An air quality analysis was conducted as part of the project consistent with General Plan EIR Mitigation Measure AQ-2 (bullet one), and the analysis determined that the project would not exceed the VCAPCD thresholds with implementation of 2020-2045 RTP/SCS PEIR PMM-AQ(q). Additionally, the project would not require payment of fees to fund regional TDM programs and thus, General Plan EIR Mitigation Measure AQ-2 (bullet two) would not be feasible. Lastly, the project is not located within the expansion areas and thus, General Plan EIR Mitigation Measure AQ-2 (bullet three) would not be feasible.

AQ-3 Construction Mitigation. The following actions should be added to the 2005 General Plan to address air quality impacts of future construction projects on a case-by-case basis:

- Require individual construction contractors to implement the construction mitigation measures included in the most recent version of the Ventura County APCD's Ventura County Air Quality Assessment Guidelines.

Feasibility to Incorporate into the Project: Feasible.

As analyzed below, consistent with General Plan EIR Mitigation Measure AQ-3, the project would implement construction mitigation measures included in the most recent VCAPCD Guidelines which includes replacing ground cover in disturbed areas; watering exposed surfaces three times daily; covering stockpiles with tarps; and limiting speeds on unpaved roads to 15 miles per hour. Compliance with these construction mitigation measures would also ensure compliance with VCAPCD Rule 55. Additionally, the project would implement additional construction mitigation measures outlined in the VCAPCD Guidelines which includes minimizing equipment idling time and maintaining equipment engines.

Impact Analysis

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

Less Than Significant Impact. The project is located within the South Central Coast Air Basin, which is governed by the Ventura County Air Pollution Control District (VCAPCD). In order to reduce emissions, the VCAPCD adopted the 2022 *Ventura County Air Quality Management Plan* (2022 AQMP) which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and federal air quality standards. The 2022 AQMP is a regional and multi-agency effort including the VCAPCD, California Air Resources Board (CARB), SCAG, and the U.S. Environmental Protection Agency (EPA). The 2022 AQMP was adopted by the VCAPCD Board on December 13, 2022, and incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, SCAG

2020-2045 RTP/SCS, and updated emission inventory methodologies for various source categories. According to VCAPCD's *Ventura County Air Quality Assessment Guidelines* (dated October 2003), project consistency with the 2022 AQMP can be determined by comparing the actual population growth in the City with the projected growth rates used in the 2022 AQMP which is based on SCAG population growth forecast. The projected growth rate in population is used as an indicator of future emissions from population-related emission categories in the 2022 AQMP. These emission estimates are used, in part, to project the date by which the County will attain the federal ozone standard.

Based on the SCAG *Demographics and Growth Forecast*, the City has a projected population of 123,900 by 2045.⁵ This represents a population growth of 14,842 individuals from the estimated baseline population of 109,058 from 2023.⁶ Per the U.S. Census, the City has a vacancy rate of 5.8 percent and an average household size of approximately 2.57; refer to Section 4.14, Population and Housing. As such, the proposed development of 350 multi-family dwelling units would result in a population growth of up to 865 individuals.⁷ The projected population increase of 865 residents would represent approximately six percent of the projected total population growth of 14,842 for the City by 2045.

Additionally, the proposed project would construct approximately 4,850 square feet of retail commercial space. Based on the City's *Economic Base Analysis*, retail land use would create one employee for every 450 square feet.⁸ As such, the proposed 4,850 square feet would result in the creation of approximately 10 jobs (4,850 square feet divided by 450 square feet), which is a nominal increase in jobs.

As such, the population and employment growth from the project would not represent a significant increase from City projected population increase and thus, the project would be consistent with the 2022 AQMP. Additionally, the project site is designated as Commerce and currently zoned as Intermediate Commerce (C1-A).^{9,10} The C1-A zone generally permits multi-family and commercial/retail uses; refer to Section 2, Project Description. As such, the project would also be consistent with the land use designation and zoning for the project site. Impacts would be less than significant in this regard.

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

Less Than Significant Impact With Mitigation Incorporated.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources because of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO

⁵ Southern California Association of Governments, Connect SoCal, *Demographics and Growth Forecast Technical Report*, September 3, 2020.

⁶ California Department of Finance, *Table 2: E-5 City/County Population and Housing Estimates*, January 1, 2023.

⁷ United States Census Bureau, *U.S. Census Bureau QuickFacts: San Buenaventura (Ventura) city, California*, <https://www.census.gov/quickfacts/fact/table/sanbuenaventuraventuracitycalifornia/PST045222>, accessed May 24, 2024.

⁸ Stanley R. Hoffman Associates, Inc., *Economic Base Analysis*, 2019, October 11, 2019.

⁹ City of San Buenaventura, Community Development Department, *Current General Plan Designations Map*, June 28, 2019.

¹⁰ City of San Buenaventura, Department of Community Development Planning Division, *Zoning District Map*, February 21, 2020.

replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O₃ is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_x, and sunlight to form; therefore, VOCs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO₂). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the CARB adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to PM_{2.5}, both State and Federal PM_{2.5} standards have been created. Particulate matter impacts

primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the EPA announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal PM_{2.5} standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO₂). SO₂ is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO₂ is often used interchangeably with SO_x. Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, CO₂, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The VCAPCD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant.

Short-Term Construction Emissions

The project involves construction activities associated with demolition, grading, building construction, paving, linear construction (water line upsizing), and architectural coating applications. Construction would commence during the first quarter of 2026 and conclude during the first quarter of 2029. Earthwork was conservatively assumed to be approximately 45,000 cubic yards of soil export. The project would also involve demolition of approximately 222,270 square feet of existing buildings. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2022.1 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix B, Air Quality/Greenhouse Gas/Energy Modeling Results, for the CalEEMod outputs and results. Table 4.3-1, Project-Generated Construction Emissions, presents the anticipated daily short-term construction emissions.

**Table 4.3-1
Project-Generated Construction Emissions**

Construction Emissions ²	Pollutant (pounds/day) ^{1,2}					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
No Mitigation Applied						
Year 1	3.29	44.13	37.93	0.15	8.69	3.68
Year 2	2.43	13.56	32.59	0.04	5.48	1.55
Year 3	12.0	13.89	36.11	0.04	6.34	1.74
Year 4	10.6	7.58	14.67	0.02	1.35	0.49
Maximum Daily Emissions	12.0	44.13	37.93	0.15	8.69	3.68
VCAPCD Threshold ³	25	25	-	-	-	-
Threshold Exceeded?	No	Yes	N/A	N/A	N/A	N/A
Mitigation Applied⁴						
Year 1	1.91	21.33	40.16	0.15	7.69	2.77
Year 2	1.73	6.99	34.48	0.04	5.22	1.31
Year 3	11.34	7.78	38.00	0.04	6.12	1.54
Year 4	10.60	7.58	14.67	0.02	1.35	0.49
Maximum Daily Emissions	11.34	21.33	40.16	0.15	7.69	2.77
VCAPCD Threshold ³	25	25	-	-	-	-
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A
Notes: 1. Emissions were calculated using CalEEMod version 2022.1. The higher emissions between summer and winter were presented as a conservative analysis. 2. Modeling assumptions include compliance with VCAPCD Rule 55 which requires: replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads to 15 miles per hour; and VCAPCD Rule 74.2 which requires low ROG paints not exceeding 50 grams ROG per liter. It should be noted that both CalEEMod modeling (titled "Maple Court V2 Unmitigated" and "Maple Court V2 Mitigated") include Quantified Measure C-10-A - Water Exposed Surfaces, C-11 - Limit Vehicle Speeds on Unpaved Road, and C-12 - Sweep Paved Roads pursuant of VCAPCD Rule 55. 3. Thresholds based off the Ventura County Air Quality Assessment Guidelines. The VCAPCD has not established thresholds for CO, SO ₂ , PM ₁₀ , and PM _{2.5} . 4. Modeling with no mitigation measures (titled "Maple Court V2 Unmitigated") does not include any project-specific mitigation measures. However, as previously discussed, the project would include measures to comply with required VCAPCD Rules. Section 2.3 of the CalEEMod modeling displays emissions with implementation of measures (Quantified Measure C-10-A - Water Exposed Surfaces, C-11 - Limit Vehicle Speeds on Unpaved Road, and C-12 - Sweep Paved Roads) that would make the project comply with VCAPCD Rule 55. 5. Modeling with the mitigation measure 2020-2045 RTP/SCS PEIR PMM AQ-1(q) (titled "Maple Court V2 Mitigated") was reflected in CalEEMod data as Quantified Measure C-5, Use of Advanced Engine Tiers, for the demolition, grading, building construction, and linear phases of construction. This mitigation measure would require that all off-road diesel-fueled construction vehicles and equipment greater than 50 horsepower meet Tier 4 emissions standards during the demolition, grading, building construction, and linear phases of construction. Tier 4 standards regulate the amount of NO _x , CO, PM ₁₀ , and PM _{2.5} emissions from nonroad (or off-road) diesel engines and require emissions of NO _x , PM ₁₀ , and PM _{2.5} to be reduced by 90 percent from Tier 1-3 standards.						
Source: Refer to Appendix B for assumptions used in this analysis.						

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on

the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM₁₀ generated as a part of fugitive dust emissions. PM₁₀ poses a serious health hazard alone or in combination with other pollutants. PM_{2.5} is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM_{2.5} is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and sulfur oxides (SO_x) combining with ammonia. PM_{2.5} components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would implement required VCAPCD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to VCAPCD Rule 55 (watering of inactive and active perimeters, truck hauling requirements, track out requirements, etc.), to reduce PM₁₀ and PM_{2.5} concentrations. General Plan EIR Mitigation Measure AQ-3 recommends individual contractors to implement construction mitigation measures contained in the VCAPCD Guidelines. However, the recommended VCAPCD construction mitigation measures for fugitive dust are also included as part of VCAPCD Rule 55, which the project will be required to comply with. Rule 55 requires that bulk material handling facilities with a monthly import or export of 2,150 cubic yards or more of bulk materials take measures to reduce or prevent track-out onto a paved public road. As previously discussed, the project would be expected to export a total of 45,000 cubic yards of earthwork materials which is above the 2,150 cubic yards of bulk material threshold. As such, the project would be required to implement at least one of the following dust control measures: 1) paving or applying chemical stabilization to maintain a stabilized road from the site's ingress and/or egress to the point of intersection with a public road, 2) cleaning the under carriage and wheels of all hauling vehicles before leaving unpaved surfaces, 3) installing track-out control devices that prevents track-out, or 4) removing track-out from public pavement no later than one hour after it has been deposited using certified street sweepers that meet VCAPCD Rule 55.2 requirements.

The project would also incorporate the suggested 2020-2045 RTP/SCS PEIR PMM AQ-1(a) through (h) and (j) through (q) which would reduce adverse effects that would violate air quality standards. Specifically, the 2020-2045 RTP/SCS PEIR PMM AQ-1 includes measures recommended in the VCAPCD, including dust control techniques and Rule 55, but also recommends minimizing idling time, suspending grading and earth moving when winds exceed 25 miles per hour, and providing an operational water truck on-site at all times to reduce dust. As demonstrated in [Table 4.3-1](#), the maximum mitigated daily PM₁₀ and PM_{2.5} emissions following implementation of these measures (2020-2045 RTP/SCS PEIR PMM AQ-1(a) through (h) and (j) through (q) and Rule 55) would be approximately 7.69 pounds/day and 2.77 pounds/day, respectively. The VCAPCD has not established PM₁₀ and PM_{2.5} thresholds of significance; however, the project would comply with the applicable dust reduction strategies as described above to reduce PM₁₀ and PM_{2.5} concentrations. Thus, PM₁₀ and PM_{2.5} emissions impacts associated with project construction would be less than significant with implementation of 2020-2045 RTP/SCS PEIR PMM AQ-1 and General Plan EIR MM AQ-3 (VCAPCD Rule 55).

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in [Table 4.3-1](#), the unmitigated construction equipment and worker vehicle exhaust emissions would exceed the established VCAPCD threshold for NO_x. The NO_x emission exceedances are predominantly attributed to the use of construction equipment during the demolition and grading phases of construction which represent the most intensive phases of construction. The proposed project would incorporate the 2020-2045 RTP/SCS PEIR PMM AQ-1(q) measure which requires projects to use Tier 4 equipment for all construction equipment above 50 horsepower. As such, the proposed project would require that all off-road diesel-fueled construction vehicles and equipment greater than 50 horsepower meet Tier 4 emissions standards during the demolition, grading, building construction, and linear phases of construction. Tier 4 standards regulate the amount of NO_x, CO, PM₁₀, and PM_{2.5} emissions from nonroad (or off-road) diesel engines and require emissions of NO_x, PM₁₀, and PM_{2.5} to be reduced by 90 percent from Tier 1-3 standards. Mitigated construction emissions accounting for 2020-2045 RTP/SCS PEIR PMM AQ-1(q) are summarized in [Table 4.3-1](#). Additionally, the project would incorporate General Plan EIR Mitigation Measure AQ-3 which recommends the implementation of construction mitigation measures contained in the VCAPCD Guidelines which includes minimizing equipment idling time and maintaining equipment engines. However, it should be noted that the General Plan EIR Mitigation Measure AQ-3 measures were not modeled in CalEEMod as a conservative analysis. With implementation of these mitigation measures, construction equipment and worker vehicle exhaust emissions would not exceed the established VCAPCD threshold for ROG. VCAPCD does not have any established thresholds for CO, SO₂, PM₁₀, and PM_{2.5}; however, as described above, the project would implement applicable dust reduction strategies as described above to reduce PM₁₀ and PM_{2.5} concentrations. Accordingly, with the implementation of 2020-2045 RTP/SCS PEIR PMM AQ-1 and General Plan EIR Mitigation Measure AQ-3, impacts in this regard would be reduced to less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O₃ precursors. The project would adhere to VCAPCD Rule 74.2 which requires paints to not exceed the ROG threshold of 50 grams per liter. As presented in [Table 4.3-1](#), ROG emissions would not exceed VCAPCD thresholds. Thus, ROG emissions associated with the proposed project would be less than significant; refer to [Table 4.3-1](#).

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for

development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, serpentinite and ultramafic rocks are not known to occur within the project area. Thus, no impacts would occur in this regard.¹¹

A discussion of potential impacts related to the handling and disposal of asbestos-containing materials (ACMs) during demolition of building materials is provided in Section 4.9 Hazards and Hazardous Materials.

Long-Term Operational Emissions

Long-term operational air quality impacts consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources. As a conservative analysis, emissions from the existing uses on-site were not modeled or deducted from project-generated emissions. Emissions associated with each of these sources are detailed in Table 4.3-2, Project-Generated Operational Emissions, and discussed below.

Table 4.3-2
Project-Generated Operational Emissions

Emissions Source	Pollutant (pounds/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project Summer Emissions						
Area	13.4	0.27	29.4	<0.01	0.03	0.02
Energy	0.07	1.22	0.52	0.01	0.10	0.10
Mobile	9.31	6.05	58.4	0.15	14.5	3.74
Total Summer Emissions²	22.7	7.54	88.3	0.15	14.6	3.85
VCAPCD Threshold ³	25	25	-	-	-	-
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A
Project Winter Emissions						
Area	10.1	0.00	0.00	0.00	0.00	0.00
Energy	0.07	1.22	0.52	0.01	0.10	0.10
Mobile	9.19	6.77	58.5	0.14	14.50	3.74
Total Winter Emissions³	19.3	7.98	59.0	0.15	14.6	3.84
VCAPCD Threshold ³	25	25	-	-	-	-
Threshold Exceeded?	No	No	N/A	N/A	N/A	N/A
Notes: 1. Emissions were calculated using CalEEMod version 2022.1. 2. The numbers may be slightly off due to rounding. 3. Thresholds based off of the Ventura County Air Quality Assessment Guidelines. The VCAPCD has not established thresholds for CO, SO ₂ , PM ₁₀ , and PM _{2.5} .						
Source: Refer to <u>Appendix B</u> for assumptions used in this analysis.						

¹¹ Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000.

Area Source Emissions

Area source emissions would be generated due to consumer products, architectural coating, and landscaping. Pursuant to VCAPCD Rule 74.2, architectural coatings are required to have a 50 grams per liter (g/L) VOC limit. As such, the CalEEMod modelling included a 50 g/L VOC limit for operational architectural coating applications. As shown in [Table 4.3-2](#), area source emissions during both summer and winter would not exceed established VCAPCD thresholds for ROG and NO_x. Impacts would be less than significant in this regard.

Energy Source Emissions

Energy source emissions would be generated because of electricity and natural gas usage associated with the proposed project. However, the project would not include any natural gas consumption for the proposed mixed-use development. The primary use of electricity by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. The project would exceed Title 24 standards by five percent, install high efficiency lighting, install solar-ready roof, and use energy efficient appliances. However, as a conservative analysis, these project design features were not accounted for in the modeling. Energy consumed by the proposed project would be generated off-site and would be subjected to California's Renewable Portfolio Standards. As such, criteria pollutants from electricity production are not quantified as the energy is not produced on-site. Energy source emissions would not exceed established VCAPCD thresholds; refer to [Table 4.3-2](#). Impacts in this regard would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions were estimated using CalEEMod. According to the *Maple Court Mixed Use Project Trip Generation*, prepared by Michael Baker International (dated November 30, 2023), the proposed project would generate approximately 2,578 average daily trips; refer to [Appendix I, Transportation Analysis](#). As a conservative analysis, the project's traffic rate used for emissions modeling does not take the existing commercial buildings' trip credits. As shown in [Table 4.3-2](#), mobile source emissions for both summer and winter would not exceed established VCAPCD thresholds for ROG and NO_x. Therefore, impacts in this regard would be less than significant.

Total Operational Emissions

As shown in [Table 4.3-2](#), the total operational emissions for both summer and winter would not exceed established VCAPCD thresholds for ROG and NO_x. Therefore, impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O₃ precursors, VOCs and NO_x, affect air quality on a regional scale. Health effects related to O₃ are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

CEQA allows lead agencies to rely on standards and guidance promulgated by other agencies. As such, this analysis utilizes guidance developed by the South Coast Air Quality Management District (SCAQMD) as an expert agency regarding air quality and its health effects. The SCAQMD noted in its *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae* (SCAQMD Amicus Brief, 2015) for the Supreme Court of California decision for *Sierra Club vs. County of Fresno (Friant Ranch L.P.)*, that it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form.¹² Furthermore, as noted by the San Joaquin Valley Air Pollution Control District in the *Application for Leave to File Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party of Interest and Respondent, Friant Ranch, L.P.* (April 13, 2015), currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.¹³

The SCAQMD acknowledges that health effects from O₃, as an example, is correlated with the increases in ambient level of O₃ in the air (concentration) that an individual person breathes. The SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O₃ levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O₃ levels at its highest monitored sites by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed VCAPCD's thresholds for construction and operational air emissions with 2020-2045 RTP/SCS PEIR PMM AQ-1 applied, the project would have a less than significant impact for air quality health impacts.

¹² Supreme Court of California, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and [Proposed] Brief of Amicus Curiae*, August 2015.

¹³ Supreme Court of California, *Application for Leave to File Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party of Interest and Respondent, Friant Ranch, L.P.*, August 13, 2015.

Conclusion

As summarized above, with the implementation of 2020-2045 RTP/SCS PEIR PMM AQ-1, the project's short-term construction emissions would be below the VCAPCD thresholds and would result in a less than significant impact. Furthermore, the project would not result in significant long-term air quality impacts, as emissions would be below the VCAPCD thresholds. Thus, the project's construction and operational emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants. Impacts would be less than significant with mitigation incorporated.

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

Less Than Significant Impact With Mitigation Incorporated. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as those most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors are single-family residential uses adjoining the project site to the east, the Anacapa Middle School adjoining the project site to the north, and multi-family residential uses approximately 50 feet to the south.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.). The VCAPCD requires a quantified assessment of CO hotspots when a project would generate indirect emissions greater than the applicable ozone project significance thresholds (25 pounds per day of NO_x and ROG), and may significantly impact roadway intersections that are currently operating at, or are expected to operate at, Levels of Service (LOS) E or F. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

As shown in [Table 4.3-2](#), long-term air emissions would not exceed the VCAPCD significance thresholds for NO_x and ROG. In addition, according to the Traffic Analysis, none of the analyzed intersections would operate at an unacceptable Level of Service (LOS) E or F under existing or future conditions, with the exception of the intersection of Maple Street and Maple Court. The proposed project would include a dedicated 70-foot southbound right turn lane along Maple Court at the intersection of Maple Street and Maple Court as a Standard Condition of Approval. With implementation of this Standard Condition of Approval, the intersection operations would improve to an acceptable LOS. Therefore, according to the VCAPCD guidelines, a qualified assessment of CO hotspots is not required for the proposed project. Less than significant impacts would result in this regard.

Toxic Air Contaminants

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit toxic air contaminants (TACs). CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective (2005), which provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The VCAPCD adopted similar guidelines in its Air Quality Assessment Guidelines (2003).

Appendix D of the VCAPCD Guidelines contains a list of common sources of TACs. According to VCAPCD Guidelines, a project that does not include any land uses listed in Appendix D would not emit TACs. The project would not include any operational sources of TACs listed by CARB and the VCAPCD, such as generators, boilers, or any other combustion sources, and thus would be consistent with the guidelines of both CARB and the VCAPCD.

Construction

Project construction activities are anticipated to involve the operation of diesel-powered equipment, which would emit Diesel Particulate Matter (DPM). In 1998, the CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure to potential sources of TACs (again, as identified by CARB, freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities), in which a 30-year exposure period often is assumed. The project would construct two mixed-use buildings over an approximately three-year period and would require the use of diesel-powered construction equipment. However, the project would be required to comply with SBMC Section 12.160.010, *Construction Equipment, Safety Regulations When Not in Use*, which requires equipment that are not in use to be powered down. In addition, the project would implement 2020-2045 RTP/SCS PEIR PMM AQ-1(q) which requires Tier 4 equipment for construction engines which would reduce construction exhaust emissions, including DPM. Implementation of these regulations and 2020-2045 RTP/SCS PEIR PMM AQ-1 would reduce the amount of construction-related DPM emission impacts to less than significant levels.

The closest sensitive receptors are single-family residential uses adjoining the project site to the east and the Anacapa Middle School adjoining the project site to the north. However, health impacts on sensitive receptors associated with exposure to DPM from project construction are anticipated to be less than significant because construction activities are expected to occur well below the 30-year exposure period and would comply with required regulations. Additionally, emissions would be short-term and intermittent in nature, and therefore would not generate TAC emissions at high enough exposure concentrations to represent a health hazard. Therefore, construction of the proposed project is not anticipated to result in an elevated health risk to nearby sensitive receptors and the impact would be less than significant.

Operations

The project would construct two mixed-use buildings with residential and commercial components. The development would result in very limited operational activities, including landscaping maintenance operations, which would not utilize diesel-powered equipment. These activities would not result in the generation of excessive TAC emissions, or associated health

risks. Therefore, project operations are not anticipated to result in an elevated health risk to nearby sensitive receptors and impacts in this regard would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to VCAPCD's Guidelines, land uses associated with odor complaints typically include wastewater treatment plants, landfills, composting, chemical plants, fiberglass operations, food processing facilities, dairies, rendering plants, refineries, and agricultural uses. The proposed project involves construction and operation of a mixed-use development and does not include any uses identified by the VCAPCD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the VCAPCD Rule 74.2, which would require VOC contents of paint to not exceed 50 grams per liter. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
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?				✓

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM BIO-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.
- Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for

incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include:

- i. Impact minimization strategies
 - ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts
 - iii. Use of in-kind mitigation bank credits
 - iv. Funding of research and recovery efforts
 - v. Habitat restoration
 - vi. Establishment of conservation easements
 - vii. Permanent dedication of in-kind habitat
- c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.
 - d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.
 - e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.
 - f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.
 - g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.
 - h) Appoint a qualified biologist to monitor implementation of mitigation measures.
 - i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.
 - j) Develop an invasive species control plan associated with project construction.
 - k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.
 - l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.
 - m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.

Feasibility to Incorporate into the Project: Partially Feasible.

As analyzed below, 2020-2045 RTP/SCS PEIR PMM BIO-1(b) through (f), (h), (j), and (m) is not feasible to implement because the project site is not located in an area containing desert native plants, invasive species, sensitive biological resources requiring a Worker Education and Awareness Program (WEAP), and special-status plant species. Additionally, the proposed project does not propose temporary access roads and staging areas and does not require project-specific mitigation measures. However, as discussed below, the project would result in the removal of existing on-site trees and ornamental landscaping; thus, the project would include 2020-2045 RTP/SCS PEIR PMM BIO-1(a), (g), (i), (k), and (l), to reduce potential construction-related impacts to migratory birds.

PMM BIO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.
- b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.
- c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.
- d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.
- e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.
- f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.
- g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.
- h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.

- i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.
- j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.
- k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.
- l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.
- m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan.
- n) Install fencing and/or mark sensitive habitat to be avoided during construction activities.
- o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.
- p) Revegetate with appropriate native vegetation following the completion of construction activities. As identified by the qualified wetland biologist.
- q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).
- r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project would not impact riparian habitat or other sensitive natural communities due to the project site's urbanized setting and the absence of natural habitat and waterways in the project vicinity; therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM BIO-2 because there are no applicable environmental impacts to mitigate.

PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible.

- b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State , not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.
- c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:
 - Permittee-responsible mitigation
 - Contribution of in-kind in-lieu fees
 - Use of in-kind mitigation bank credits
 - Where avoidance is determined to be infeasible and
- d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plans (SAMPs), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:
 - Avoidance
 - Impact Minimization
 - On-site alternatives
 - Off-site alternatives
- a) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, due to the lack of jurisdictional drainage features, and/or wetland features on-site, the project would not impact State or federally protected wetlands; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM BIO-3 because there are no applicable environmental impacts to mitigate.

PMM BIO-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.
- b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.
- c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.
- d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.
- e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.
- f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.
- g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.
- h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.
- i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.
- j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.
- k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).
- l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.
- m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their

habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.

- n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.
- o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MMBIO-1(b), where applicable:
 - Wildlife movement buffer zones
 - Corridor realignment
 - Appropriately spaced breaks in center barriers
 - Stream rerouting
 - Culverts
 - Creation of artificial movement corridors such as freeway under- or overpasses
 - Other comparable measures
- p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.
- q) Incorporate Federal Highway Administration guidance (FHA-DOT 2015) as appropriate including best management practices to benefit pollinators with a focus on native plants.

Feasibility to Incorporate into the Project: Partially Feasible.

As analyzed below, 2020-2045 RTP/SCS PEIR PMM BIO-4(a) through (c) and (g) through (q) is not feasible to implement because the project site is not located in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan; designated as important for wildlife movement related to local ordinances or conservation plans; owned or adjacent to Caltrans roadway; containing occupied breeding areas for fur-bearing mammals; and important for wildlife movement, habitat connectivity, wildlife nurseries, and preserving existing and functional wildlife corridors. However, as analyzed below, the project would result in the removal of existing on-site trees and ornamental landscaping; thus, the project would include 2020-2045 RTP/SCS PEIR PMM BIO-4(d) through (f) to reduce potential construction-related impacts to migratory birds.

PMM BIO-5 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.

- b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist.
- c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist.
- d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed.
- e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.
- f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.
- g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.
- h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources.

- i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:
- Avoidance strategies
 - Contribution of in-lieu fees
 - Planting of replacement trees
 - Re-landscaping areas with native vegetation post-construction
 - Other comparable measures developed in consultation with local agency and certified arborist.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project would not conflict with local policies and ordinances protecting biological resources due to the City of Ventura not having an established ordinance to protect specific species of trees (e.g. California native trees) and provided the existing street trees would be preserved as part of the project; therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM BIO-5 because there are no applicable environmental impacts to mitigate.

PMM BIO-6 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.
- b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.
- c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMMBIO-2, where applicable.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project site is not located in an area that would be subject to an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan; therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM BIO-6 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce biological resource impacts.

Impact Analysis

The information presented in this analysis is based on and supplemented with the *Results of a Biological Resources Assessment for the proposed 255-290 Maple Court Mixed-Use Project – City of Ventura, Ventura County, California* (Biological Resources Assessment) prepared by Michael Baker, International, dated November 9, 2023; refer to Appendix C, Biological Resources Assessment.

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

Less Than Significant Impact With Mitigation Incorporated. The Biological Resources Assessment included a literature review and field survey that indicated that no special-status plant or wildlife species are present or expected to occur within the general vicinity of the project site. A total of six wildlife species were observed during the field survey, including red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), Allen's hummingbird (*Selasphorus sasin*), and lesser goldfinch (*Spinus psaltria*). A gull (*Larus* sp.) was observed flying over the survey area but was unable to be identified to species level. None of these species are federally- or State-listed as endangered or threatened. Because the survey area and the surrounding area are completely urbanized with no natural habitat in the vicinity and no waterways, no special-status fish, amphibians, reptilian, and mammalian species are expected to occur within the survey area. Common reptiles and nocturnal mammals that are adapted to urbanization may occur such as sideblotched lizard (*Uta stansburiana*), western fence lizard (*Sceloporus occidentalis*), raccoon (*Procyon lotor*), opossum (*Didelphis virginiana*), and striped skunk (*Mephitis mephitis*).

Nesting birds are protected pursuant to the federal Migratory Bird Treaty Act (MBTA) of 1918 and the California Fish and Game Code (CFGF). No active nests or birds displaying overt nesting behavior were observed during the field survey; however, species adapted to nesting in urbanized environments could potentially nest in the survey area. Thus, to reduce potential construction-related impacts the project would include 2020-2045 RTP/SCS PEIR PMM BIO-1(a), (g), (i), (k), and (l), and PMM BIO-4(d) through (f) avoiding occupied habitat and potentially suitable habitat (where practicable and feasible) and requiring a pre-construction nesting bird clearance survey be conducted within three days prior to any vegetation removal or ground disturbance if the nesting bird season cannot be avoided (January 1 through August 31), and if an active nest is found, a no-disturbance buffer shall be established, and the project biologist shall monitor the active nest until the nest has become inactive. With implementation of 2020-2045 RTP/SCS PEIR PMM BIO-1 and BIO-4, impacts to nesting birds would be less than significant.

- b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. Based on the Biological Resources Assessment, the project site is entirely disturbed and no natural waterways or riparian habitat exists on-site; therefore, the project would not impact riparian habitat. Further, no sensitive plant communities were identified as having the potential to occur in the project area, and the project site and surrounding areas are not located within federally designated Critical Habitat. The project would not impact any riparian habitat or other

sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS; no impact would occur in this regard.

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

No Impact. Based on the Biological Resources Assessment prepared for the project, no jurisdictional drainage features, and/or wetland features were observed on-site that would be considered jurisdictional by the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), or CDFW. The project would not impact State or federally protected wetlands; no impact would occur and no mitigation would be required.

- d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Less Than Significant Impact With Mitigation Incorporated. Based on the Biological Resources Assessment, the project would not impact regional wildlife corridors/linkages because none exist within the area. However, existing trees could provide suitable nesting opportunities. Nesting birds are protected pursuant to the MBTA and CFGC, and any impact to nesting birds would be considered a potentially significant impact. As such, in order to protect migratory bird species, the proposed project would implement 2020-2045 RTP/SCS PEIR PMM BIO-1(a), (g), (i), (k), and (l) and PMM BIO-4(d) through (f) avoiding occupied habitat and potentially suitable habitat (where practicable and feasible) and requiring a pre-construction nesting bird clearance survey be conducted within three days prior to any vegetation removal or ground disturbance if the nesting bird season cannot be avoided (January 1 through August 31). If an active nest is found, a no-disturbance buffer shall be established, and the project biologist shall monitor the active nest until the nest has become inactive. With implementation of 2020-2045 RTP/SCS PEIR PMM BIO-1 and PMM BIO-4, impacts to nesting birds would be less than significant.

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

No Impact. While the City of Ventura does not have an established ordinance to protect specific species of trees (e.g. California native trees), based on the City of Ventura Code of Ordinances, Section 20.150.210, it is unlawful for any person to plant, prune, deface, destroy, or remove or in any manner injure any tree or shrub on any street within the City without first obtaining a permit from the Parks Manager, or their designee. However, it is not anticipated that street trees would be removed as part of the project. Thus, no impact would occur in this regard.

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

No Impact. The project site is not subject to an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. No impact would occur in this regard.

4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?			✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c. Disturb any human remains, including those interred outside of formal cemeteries?		✓		

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM CULT-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Pursuant to *CEQA Guidelines* Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.
- b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.
- c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
 - Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If

resources would be impacted, impacts should be minimized to the extent feasible.

- Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.
- d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.
- e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.
- f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.
- g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.
- h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. Survey(s) shall be conducted where the records indicate that no previous survey has been conducted, or if a survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.
- i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate

resource-specific mitigation measures should be established by the lead agency in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Archaeological materials collected from a significant resource should be curated with a recognized scientific or educational repository. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.

- j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS.
- k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.
- l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.

Feasibility to Incorporate into the Project: Partially Feasible.

An archive/records search and pedestrian survey (consistent with 2020-2045 RTP/SCS PEIR PMM CULT-1 [a], [b], [f], [g], [h], and [j]) were conducted as part of the Cultural Report (refer to Appendix D, Cultural Report). As discussed below, 2020-2045 RTP/SCS PEIR PMM CULT-1(c), (d), (e), and (i) is not feasible to implement because the proposed project would not be subject to federal funding or approval, the existing on-site buildings are not listed or eligible historic properties, the site is not located within a historic district, and significant archaeological resources were not identified during the pedestrian survey. Thus, the project would not result in significant impacts to known historical or archaeological resources; however, in the unlikely event previously unknown resources are discovered during ground-disturbing activities, the project would incorporate 2020-2045 RTP/SCS PEIR PMM CULT-1(k) and (l).

PMM CULT-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.
- b) If any discovered remains are of Native American origin as determined by the county Coroner, an experienced osteologist, or another qualified professional:
 - Contact the County Coroner to contact the NAHC to designate and notify a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.
 - If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.

Feasibility to Incorporate into the Project: Feasible.

As discussed below, although human remains are not anticipated to be found on the project site, and there is little potential for the discovery of human remains to occur due to the highly disturbed nature of the site, the project would incorporate 2020-2045 RTP/SCS PEIR PMM CULT-2, to reduce potential impacts in the unlikely event that previously unidentified human remains are encountered during ground-disturbing activities.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce cultural resource impacts.

Impact Analysis

The information presented in this analysis is based on and supplemented with the *255, 260, and 290 Maple Court Ventura, California Cultural Resources Technical Report* (Cultural Report) prepared by Chronicle Heritage, LLC, dated January 16, 2024; refer to Appendix D, *Cultural Report*.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

Less Than Significant Impact. As part of the Cultural Report and consistent with the 2020-2045 RTP/SCS PEIR PMM CULT-1 (a), (b), (f), (g), (h), and (j), an archive and records search were conducted, including searches of the California Office of Historic Preservation Built Environment Resources Directory, South Central Coastal Information Center (SCCIC) records, and the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) as well as desktop research, literature review, and a site visit of the project area. Based on the Cultural Report, the project site does not contain any known historical resources as defined by Section 15064.5 of the CEQA Guidelines. Additionally, there are no historic resources within a 0.25-mile radius of the project site. Further, there have been no previously recorded resources on the project site or within 0.25-mile of the project site, and the one previous report that overlapped this radius did not include any resources within the 0.25-mile buffer of the project site. The Cultural Report also determined that the existing buildings on-site are not listed or eligible historic properties, and the site is not located within a historic district. As such, since no previously identified historical resources occur on-site, the buildings are not eligible for listing, the site is located within an urbanized area, and has been impacted by development, impacts to historic resources would be less than significant.

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

Less Than Significant Impact With Mitigation Incorporated. Based on the results of the Cultural Report, the project site does not include any known archaeological resources as defined by Section 15064.5 of the CEQA Guidelines. Further, there have been no previously recorded resources on the project site or within 0.25-mile radius of the project site, and the one previous report that overlapped this radius did not include any resources within the 0.25-mile buffer of the project site. Due to prior disturbance related to existing development on-site, there is a low likelihood of encountering buried archaeological materials during ground-disturbing activities and the project site is considered to have a low sensitivity for archeological resources. As such, the project would not impact any previously identified archaeological resources. However, in the unlikely event previously unknown resources are discovered during ground-disturbing activities, the project would incorporate 2020-2045 RTP/SCS PEIR PMM CULT-1(k) and (l) which requires

development activities to halt if archaeological resources are discovered. The Applicant shall retain a qualified archaeologist to oversee the handling of archaeological resources in coordination with the Ventura County Archaeological Society and local Native American organizations, as applicable. With adherence to 2020-2045 RTP/SCS PEIR PMM CULT-1, the project would not result in substantial impacts to archaeological resources and a less than significant impact would occur in this regard.

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

Less Than Significant Impact With Mitigation Incorporated. Based on the Cultural Report prepared for the proposed project, human remains are not anticipated to be found on the project site, and there is little potential for the discovery of human remains to occur due to the highly disturbed nature of the site. Nonetheless, the project would incorporate 2020-2045 RTP/SCS PEIR PMM CULT-2 to reduce potential impacts in the unlikely event that previously unidentified human remains are encountered during ground-disturbing activities. If human remains are discovered, work would be halted and the County Coroner would be notified. Further, in the event human remains of Native American origin are discovered, the County Coroner would contact the NAHC to designate an MLD. If the NAHC is unable to identify an MLD, the Native American human remains and any associated grave goods would be reburied on the property within a location that is not subject to further subsurface disturbance. With adherence to 2020-2045 RTP/SCS PEIR PMM CULT-2, project impacts regarding the disturbance of human remains would be reduced to less than significant and no further mitigation would be required.

4.6 ENERGY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✓	

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

The SCAG 2020-2045 RTP/SCS PEIR did not identify any mitigation measures to reduce impacts to energy.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce impacts to energy.

Threshold of Significance

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis in Response 4.6(a) relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to evaluate energy impacts:

- **Criterion 1:** The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.
- **Criterion 2:** The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3:** The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4:** The degree to which the project complies with existing energy standards.
- **Criterion 5:** The effects of the project on energy resources.
- **Criterion 6:** The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses **Criterion 1**. The discussion on construction-related energy use focuses on **Criteria 2, 4, and 5**. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses **Criteria 2, 4, and 6**, and the building energy demand analysis discusses **Criteria 2, 3, 4, and 5**.

Impact Analysis

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

Less Than Significant Impact. This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips and off-road equipment associated with project construction and operations. The analysis of operational electricity usage is based on the California Emissions Estimator Model version 2022.1 (CalEEMod) modeling results for the project. The project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for Ventura County, and consumption factors provided by Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas), the electricity and natural gas providers for the City and the project site. The proposed project would include energy saving features such as exceeding Title 24 by five percent, installing high-efficient lighting, installing a solar ready roof, and including energy efficient appliances; however, as a conservative analysis, these features were not included in the CalEEMod modeling. The results of the CalEEMod modeling are included in Appendix B, Air Quality/Greenhouse Gas/Energy Modeling Results. The amount of operational fuel consumption was estimated using the CARB's EMFAC2021 website platform which provides projections for typical daily fuel usage in the County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list, timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

The project's estimated energy consumption is summarized in Table 4.6-1, Project and Countywide Energy Consumption. As shown in Table 4.6-1, the project's energy usage would result in a 0.0349 percent increase over Ventura County's typical annual electricity consumption and a 0.0282 percent increase over Ventura County's typical annual natural gas consumption. The project's construction off-road, construction on-road (vehicle), and operational vehicle fuel consumption would increase the County's consumption by 1.6752 percent, 0.1030 percent, and 0.1570 percent, respectively (**CEQA Appendix F - Criterion 1**).

**Table 4.6-1
Project and Countywide Energy Consumption**

Energy Type	Project Annual Energy Consumption ¹	Ventura County Annual Energy Consumption ²	Percentage Increase Countywide
Electricity Consumption ³	1,938 MWh	5,558,913 MWh	0.0349%
Natural Gas Consumption	48,223 therms	171,045,020 therms	0.0282%
Fuel Consumption			
Construction Off-Road Fuel Consumption	76,165 gallons	4,546,697 gallons	1.6752%
Construction On-Road Fuel Consumption	282,006 gallons	273,868,030 gallons	0.1030%
Operational Automotive Fuel Consumption	400,993 gallons	255,450,567 gallons	0.1570%
Notes: MWh = Megawatt per hour 1. As modeled in CalEEMod version 2022.1. 2. The project's electricity consumption is compared to the total consumption in Ventura County in 2022, the latest year consumption data is available. The project's construction and automotive fuel consumption is compared with the projected Countywide fuel consumption in 2026 (construction start year) and 2029 (first year of operation). Ventura County electricity consumption data source: California Energy Commission, <i>Electricity Consumption by County</i> , http://www.ecdms.energy.ca.gov/elecbycounty.aspx , accessed May 21, 2024. Ventura County natural gas consumption data source: California Energy Commission, <i>Gas Consumption by County</i> , http://www.ecdms.energy.ca.gov/gasbycounty.aspx , accessed May 21, 2024. 3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2021 model.			
Refer to <u>Appendix B</u> for assumptions used in this analysis.			

Construction

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, building construction, paving, linear construction (water line upsizing), and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-duty diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**CEQA Appendix F - Criterion 4**).

Substantial reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.¹⁴ The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.¹⁵ The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 4.6-1, the project's fuel consumption from off-road construction equipment use would be approximately 76,165 gallons, which would increase fuel use in the County by 1.6752 percent. Also indicated in Table 4.6-1, the project's fuel consumption from on-road construction vehicle use would be approximately 282,006 gallons, which would increase fuel use in the County by 0.1030 percent. As such, construction would have a nominal effect on the local and regional energy supplies (**CEQA Appendix F – Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State (**CEQA Appendix F – Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

Operations

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for

¹⁴ CalRecycle, *Green Building Materials*, <https://calrecycle.ca.gov/greenbuilding/>, accessed May 24, 2024.

¹⁵ Ibid.

revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the project site. Based on the *Maple Court Mixed Use Project Trip Generation*, prepared by Michael Baker International (dated November 30, 2023), the proposed project development would generate 2,578 average daily trips (note that for conservative analysis purposes, no credit has been taken for the removal of the project's site existing uses); refer to Appendix I, *Transportation Analysis*. As indicated in Table 4.6-1, project operational daily trips are estimated to consume approximately 400,993 gallons of fuel per year, which would increase the County's automotive fuel consumption by 0.1570 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**CEQA Appendix F – Criterion 2**).

The key drivers of transportation-related fuel consumption are commuting for work, seasonal events, and many personal choices on when to drive to the mixed-use development for various purposes. Those factors are outside of the scope of the design of the proposed project. However, the project's proposed vehicular parking areas would be required to comply with Municipal Code standards pertaining to EV capable spaces and would include 25 EV chargers. Additionally, a bus stop serviced by Gold Coast Transit District (GCTD) is located approximately 550 feet west of the project site, along South Mills Road. The project would also construct short- and long-term bicycle parking. As such, this project would encourage and support the use of EVs and alternative modes of transportation, thus reducing petroleum fuel consumption (**CEQA Appendix F – Criterion 4 and Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

Building Energy Demand

The CEC developed 2024 to 2040 forecasts for energy consumption and peak demand in support of the 2023 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasted baseline electricity consumption grows at a rate of about 1.7 percent annually through 2040.¹⁶ The natural gas consumption grows at a rate of about 0.2 percent annually through 2035.¹⁷

As shown in Table 4.6-1, operational energy consumption of the project would represent less than a 0.0349 percent increase in electricity consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage. Operational natural gas consumption of the project would reflect less than a 0.0282 percent increase in natural gas consumption over the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (**CEQA Appendix F - Criterion 2**). The project would also consume energy during the same time periods as other residential and commercial developments. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**CEQA Appendix F - Criterion 3**).

¹⁶ California Energy Commission, *2023 Integrated Energy Policy Report*, page 130, February 14, 2024.

¹⁷ Based on *2023 Integrated Energy Policy Report*, the gas forecast is updated every two years, in odd years. As such, the natural gas consumption shown here is based on the California Energy Commission, *Final 2022 Integrated Energy Policy Report Update*, page 140, May 10, 2023.

The project would exceed the 2022 Title 24 Building Energy Efficiency Standards (commonly known as Title 24) by five percent, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. However, as a conservative analysis, this feature was not taken into account in the CalEEMod modeling. The project would also comply with all Municipal Code standards pertaining to the installation of EV charging stations. Compliance with the current 2022 Title 24 standards significantly reduces energy usage (**CEQA Appendix F - Criterion 4**).

Furthermore, the project's electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources. The project would install high efficiency lighting and install energy efficient appliances within the mixed-use buildings. As a result, the project would ensure energy consumption to be kept to a minimum through high efficiency lighting and energy efficient appliances (**CEQA Appendix F - Criterion 5**).

Therefore, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur in this regard.

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

Less Than Significant Impact. The project would comply with the State and regional plans for renewable energy and energy efficiency. State and regional plans for renewable energy and energy efficiency include the CEC IEPR, Title 24 standards, and CALGreen standards. The project would exceed 2022 Title 24 and CALGreen standards for energy efficiency and incorporates all applicable energy efficiency measures (high efficiency lighting, energy efficient appliances, etc.). Compliance with Title 24 and CALGreen standards would ensure the project's consistency with the IEPR building energy efficiency recommendations, which would ensure project conformance with the State's energy reduction goals. Therefore, the proposed project would result in less than significant impacts associated with renewable energy or energy efficiency plans and would comply with Action 1.31 of the General Plan. General Plan Action 1.31 of the General Plan would require the City to provide incentives for green building projects in the public and private sectors that comply with sustainable programs. The project would exceed Title 24 standards which promotes energy efficiency and sustainability and thus, would qualify with incentives (i.e., "Head-of-the-Line" discretionary processing and "Head-of-the-Line" building permit processing). As such, impacts would be less than significant in this regard.

4.7 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) 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 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM GEO-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific

geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.

- b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.
- c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.
- d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed in Section 4.5, *Cultural Resources*, the project would not result in significant impacts regarding historical resources because the existing on-site buildings are not listed or eligible historic properties nor is the site located within a historic district. Further, as analyzed below, following implementation of existing local, State, and federal policies and regulations, and following the recommendations of the Geotechnical Investigation prepared for the project in accordance with PMM GUO-1(a), project implementation would not result in substantial impacts to geology and soils (e.g., erosion control, drainage, and stormwater management); therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM GEO-1 because there are no applicable environmental impacts to mitigate.

PMM GEO-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable

and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.

- b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.
- c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.
- d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:
 - 1) All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
 - 2) A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.
 - 3) Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
 - 4) Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.
- e) Avoid routes and project designs that would permanently alter unique geological features.
- f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.
- g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.

- h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.

Feasibility to Incorporate into the Project: Partially Feasible.

As analyzed below, 2020-2045 RTP/SCS PEIR PMM GEO-2(b), (c), (d[1]), (d[3]), (d[4]), and (e) are not feasible to implement because there are no known parent material, unique geologic feature, or paleontological resources on-site. However, in the unlikely event that previously unknown paleontological resources are encountered during project construction, the project would implement 2020-2045 RTP/SCS PEIR PMM GEO-2(a), (d[2]), (f), (g), and (h).

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce geology and soil impacts.

Impact Analysis

The information presented in this analysis is primarily based on the *Geotechnical Investigation, Proposed Two 4-Story Apartment Buildings On-Grade, APNs: 079-0-101-395, 079-0-101-425 & 079-0-101-445, 3585 Maple Street and 255 & 260 Maple Court, Ventura, California* (Geotechnical Investigation) prepared by A.G.I. Geotechnical, Inc., dated November 24, 2021; refer to Appendix E, *Geotechnical Investigation*.

- a) **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; and**
- ii) **Strong seismic ground shaking?**

Less Than Significant Impact. Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Earthquake Fault Zone. According to the California Geological Survey and General Plan EIR Figure 4.6-1, *Major Fault Systems*, the project site is not underlain by an Alquist-Priolo Earthquake Fault Zone.¹⁸ It should be noted that the nearest Alquist-Priolo Earthquake Fault Zone (i.e., Ventura-Foothill) is located approximately 0.54-mile to the north of the project site. However, the proposed project would be designed by the project structural engineer in accordance with the Seismic Building Code (i.e., for Site Class

¹⁸ California Geological Survey, *Alquist-Priolo Site Investigation Reports*, <https://maps.conservation.ca.gov/cgs/informationwarehouse/apreports/>, accessed January 16, 2024.

D in accordance with the California Building Code) and require inspection and approval of each phase of construction by the City's Building Department official. The California Building Code includes earthquake safety standards based on a variety of factors including occupancy type, types of soils and rocks on-site, and strength of probable ground motion at the project site. If the seismic design parameters for the proposed project are not applicable, a site-specific ground motion hazard analysis may be performed during final design. Following compliance with the Seismic Building Code and California Building Code, project implementation would result in less than significant impacts in this regard.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid.

According to the Geotechnical Investigation, the project site is located within a liquefaction hazard zone; refer to Appendix E. According to the 2020-2045 RTP/SCS PEIR, liquefaction has been responsible for ground failures during almost all of California's large earthquakes. Liquefaction potential is a function of the potential level of ground shaking at a given location and depends on the geologic material at that location. Further, structural failure often occurs as sediments liquefy and cannot support structures that are built on them. As part of the Geotechnical Investigation, a liquefaction settlement analysis was conducted and indicated that the predominantly non-liquefiable clays would result in a liquefaction settlement ranging from 0.63 to 2.84 inches. Based on these results, the Geotechnical Investigation concluded that the proposed project could be supported on conventional footing foundations bearing on a layer of compacted engineering soils. Additionally, the proposed project would be required to comply with the California Building Code. Thus, with adherence to the Geotechnical Investigation design recommendations and current California Building Code standards, substantial seismic-related ground failure hazards related to liquefaction are not anticipated at the project site. A less than significant impact would occur in this regard.

iv) Landslides?

No Impact. Seismically induced landslides can overrun structures, people or property, sever utility lines, and block roads. According to General Plan EIR Figure 4.6-2, *Potential Landslide Areas*, the project site is relatively flat. Further, the surrounding areas are predominantly flat and built out and void of topographical features capable of producing a landslide (e.g., hillsides and slopes). Therefore, development of the proposed project would not expose people or structures to landslide hazards. No impact would occur in this regard.

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

Less Than Significant Impact.

Construction-Related Impacts

Grading, earthwork, and landscape/hardscape installation activities associated with the proposed project could expose on-site soils to potential short-term erosion by wind and water. The project

site is generally flat and mostly paved. As detailed in Section 4.10, *Hydrology and Water Quality*, construction activities associated with the project would be required to implement best management practices (BMPs) to prevent sedimentation from stormwater runoff and winds in accordance with a Stormwater Pollution Prevention Plan (SWPPP) prepared as part of the required *National Pollutant Discharge Elimination System (NPDES) General Permit For Stormwater Discharges Associated With Construction And Land Disturbance Activities (General Permit) Order WQ 2022-0057-DWQ* (General Construction Permit)¹⁹. Compliance with construction BMPs included in the SWPPP and the Construction General Permit would minimize the potential of erosion and loss of topsoil at the project site during construction activities to a less than significant level.

Operational Impacts

As analyzed in Section 4.10, operation of the proposed project would not result in substantial soil erosion or the loss of topsoil, since similar to existing conditions, the majority of the project site would be impervious. Unpaved areas would be improved with landscaping to minimize the potential for erosion or siltation on- or off-site. Based on the Stormwater Compliance Study prepared for the project, the project would include site design measures including drywell, permeable pavements, and an underground infiltration trench. The project would also include source control BMPs such as drain system stenciling and signage, and BMP maintenance in compliance with SBMC Section 8.600.430, *Best Management Practices*, to prevent and reduce pollutants which would minimize operational impacts to water quality. With implementation of BMPs required by the SBMC, operational impacts with regards to erosion or loss of topsoil would be less than significant.

- c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

Less Than Significant Impact. Refer to Responses 4.7(a)(iii), 4.7(a)(iv), and 4.7(d) for a discussion concerning liquefaction, landslides, and expansive soils, respectively.

Lateral Spreading

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. Based on the Geotechnical Investigation, potential impacts with regards to liquefaction are less than significant; refer to Response 4.7(a)(iii). Additionally, the project would be required to comply with the California Building Code and site-specific design criteria; and thus, would minimize risk related to lateral spreading of liquefied soils. Less than significant impacts would occur in this regard.

Soil Shrinkage and Subsidence

According to the General Plan EIR, subsidence may occur from post-liquefaction reconsolidation, groundwater/oil/gas withdrawal, or hydro-consolidation, all of which are considered unlikely at the

¹⁹ California State Water Resources Board, *National Pollutant Discharge Elimination System (NPDES) General Permit For Stormwater Discharges Associated With Construction And Land Disturbance Activities (General Permit) Order WQ 2022-0057-DWQ*, September 1, 2023.

project site. Nonetheless, building design and construction material would comply with the California Building Code and site-specific design criteria. Based on the Geotechnical Investigation, conventional footing foundations bearing on a layer of compacted engineered fill would be required to reduce impacts related to soil shrinkage and subsidence. As such, compliance with the Geotechnical recommendations and applicable State and local requirements would reduce impacts. Less than significant impacts would occur in this regard.

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

Less Than Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. According to General Plan EIR Figure 4.6-5, *Expansive Soil Areas*, much of the soil in the City is moderately to highly expansive, including the valley floor and in the hillside areas. As depicted in General Plan EIR Figure 4.6-5, the project site is located within an expansive soil zone containing moderately expansive soil. However, building design and construction material would comply with the California Building Code and site-specific design criteria. Specifically, as indicated by the Geotechnical Investigation, conventional footing foundations bearing on a layer of compacted engineered fill would be required to reduce impacts related to expansive soils. As such, compliance with applicable State and local requirements would reduce impacts. Less than significant impacts would occur in this regard.

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

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the project. The proposed development would connect to existing wastewater infrastructure in the project area. No impact would occur in this regard.

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

Less Than Significant Impact With Mitigation Incorporated. Due to the highly disturbed nature of the project site and prior ground disturbance from construction activities on-site, there is a low likelihood of encountering buried paleontological materials during ground-disturbing activities. Nonetheless, in the unlikely event that previously unknown paleontological resources are encountered during project construction, the project would be subject to 2020-2045 RTP/SCS PEIR PMM GEO-2(a), (d[2]), (f), (g), and (h), which would ensure compliance with local, State, and federal regulations, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If significant paleontological resources are discovered during project construction, the find would be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. Monitoring activities and results would be documented in a report and submitted to the City of Ventura. With adherence to this mitigation measure, project impacts regarding paleontological resources would be reduced to less than significant levels.

4.8 GREENHOUSE GAS EMISSIONS

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM GHG-1 In accordance with provisions of section 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:
 - i) Use energy efficient materials in building design, construction, rehabilitation, and retrofit.
 - ii) Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.
 - iii) Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.
 - iv) Incorporate passive environmental control systems that account for the characteristics of the natural environment.
 - v) Use high-efficiency lighting and cooking devices.
 - vi) Incorporate passive solar design.
 - vii) Use high-reflectivity building materials and multiple glazing.
 - viii) Prohibit gas-powered landscape maintenance equipment.
 - ix) Install electric vehicle charging stations.
 - x) Reduce wood burning stoves or fireplaces.
 - xi) Provide bike lanes accessibility and parking at residential developments.
- b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the *State CEQA Guidelines*.
- c) Include off-site measures to mitigate a project's emissions.

- d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:
 - i) Use energy and fuel-efficient vehicles and equipment;
 - ii) Deployment of zero- and/or near zero emission technologies;
 - iii) Use lighting systems that are energy efficient, such as LED technology;
 - iv) Use the minimum feasible amount of GHG-emitting construction materials;
 - v) Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;
 - vi) Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;
 - vii) Incorporate design measures to reduce energy consumption and increase use of renewable energy;
 - viii) Incorporate design measures to reduce water consumption;
 - ix) Use lighter-colored pavement where feasible;
 - x) Recycle construction debris to maximum extent feasible;
 - xi) Plant shade trees in or near construction projects where feasible; and
 - xii) Solicit bids that include concepts listed above.
- e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:
 - i) Promote transit-active transportation coordinated strategies;
 - ii) Increase bicycle carrying capacity on transit and rail vehicles;
 - iii) Improve or increase access to transit;
 - iv) Increase access to common goods and services, such as groceries, schools, and day care;
 - v) Incorporate affordable housing into the project;
 - vi) Incorporate the neighborhood electric vehicle network;
 - vii) Orient the project toward transit, bicycle and pedestrian facilities;
 - viii) Improve pedestrian or bicycle networks, or transit service;
 - ix) Provide traffic calming measures;
 - x) Provide bicycle parking;
 - xi) Limit or eliminate park supply;
 - xii) Unbundle parking costs;
 - xiii) Provide parking cash-out programs;
 - xiv) Implement or provide access to commute reduction program;
- f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;
- g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and
- h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:
 - i) Provide car-sharing, bike sharing, and ride-sharing programs;
 - ii) Provide transit passes;

- iii) Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;
- iv) Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;
- v) Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;
- vi) Provide employee transportation coordinators at employment sites;
- vii) Provide a guaranteed ride home service to users of non-auto modes.
- i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;
- j) Land use siting and design measures that reduce Encourage the GHG emissions, including:
 - i) Developing on infill and brownfields sites;
 - ii) Building compact and mixed-use developments near transit;
 - iii) Retaining on-site mature trees and vegetation, and planting new canopy trees;
 - iv) Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and
 - v) Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.
- k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project's characteristics render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. More specifically, the Greenhouse Gas (GHG) plan consistency analysis provided below demonstrates that the project complies with the regulations and GHG reduction goals, policies, actions, and strategies outlined in the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the General Plan. Consistency with these plans would ensure that the impact of the project's incremental contribution of GHG emissions would be less than significant. Accordingly, the project would not conflict with any applicable plan, policy, regulation, or recommendation adopted for the purpose of reducing GHG emissions. As there are no applicable environmental impacts to mitigate, 2020-2045 RTP/SCS PEIR PMM GHG-1 is not feasible to incorporate into the project.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce impacts to greenhouse gas emissions.

Impact Analysis

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and**
- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Project-Specific Analysis:**Thresholds of Significance**

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Similarly, the Ventura County Air Pollution Control District (VCAPCD), CARB, or any other State or regional agency has not yet adopted a numerical significance threshold for assessing GHG emissions that applies to the project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

Pursuant to PRC Section 21159.28, project-specific or cumulative impacts from cars and light duty truck trips on global warming or the regional transportation network need not be referenced, described, or discussed within a SCEA; however, analysis is provided for informational purposes.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emission from energy consumption, water demand, and solid waste generation. The most recent version of CalEEMod (Version 2022.1) was used to calculate project-related GHG emissions. As a conservative analysis, emissions from the existing uses on-site were not modeled or deducted from project-generated emissions. Based on the *Maple Court Mixed Use Project Trip Generation* prepared by Michael Baker International (dated November 30, 2023), the proposed development would generate 2,578 average daily trips (again, not taking credit for any existing on-site uses); refer to Appendix I, Transportation Analysis, Table 4.8-1, Estimated Greenhouse Gas Emissions, presents the estimated GHG emissions of the proposed project. CalEEMod outputs are contained within Appendix B, Air Quality/Greenhouse Gas/Energy Modeling Results.

Table 4.8-1
Estimated Greenhouse Gas Emissions

Source	CO ₂	CH ₄	N ₂ O	Refrigerants	CO ₂ e
	Metric Tons/year ¹				
Direct Emissions					
Construction (amortized over 30 years)	119.57	<0.01	<0.01	0.11	122.19
Area Source	7.52	<0.01	<0.01	-	7.55
Mobile Source	2,387.00	0.12	0.11	2.95	2,426.00
Refrigerants	-	-	-	0.51	0.51
Total Direct Emissions ²	2,514.09	0.12	0.11	3.57	2,556.25
Indirect Emissions					
Energy	724.00	0.05	<0.01	-	726.00
Solid Waste	23.50	2.35	0.00	-	82.30
Water Demand	27.50	0.44	0.01	-	41.80
Total Indirect Emissions ²	775.00	2.84	0.01	-	850.10
Total Project-Related Emissions ²	3,407.19 MTCO ₂ e/year				
Notes:					
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.					
2. Totals may be slightly off due to rounding.					
Refer to Appendix B for assumptions used in this analysis.					

Direct Project-Related Sources of Greenhouse Gases

- Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions. As shown in Table 4.8-1, the proposed project would result in 122.19 metric tons of CO₂ equivalent per year (MTCO₂e/yr) of construction emissions when amortized over 30 years (or a total of 3,666 MTCO₂e in 30 years).
- Area Source. The project would directly result in 7.55 MTCO₂e/yr from area source emissions; refer to Table 4.8-1.
- Mobile Source. CalEEMod relies upon project trip generation and project specific land use data to calculate mobile source emissions. As discussed above, pursuant of PRC Section 21159.28, project-specific impact from cars and light duty trucks on global warming are not required to be referenced, described, or discussed in a SCEA. Nevertheless, the analysis of mobile source-generated emissions are quantified for informational purposes. The project would directly result in 2,426.00 MTCO₂e/yr of mobile source-generated GHG emissions; refer to Table 4.8-1.
- Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are hydrofluorocarbon or blends thereof, which can have high global warming potential (GWP) values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. Air conditioning and refrigeration on-site associated with project operations would directly result in 0.51 MTCO₂e/yr from refrigerants; refer to Table 4.8-1.

Indirect Project-Related Sources of Greenhouse Gases

- **Energy Consumption.** Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Southern California Edison would provide electricity to the project site and Southern California Gas would provide natural gas to the project site. The proposed project would include energy saving features such as exceeding Title 24 by five percent, installing high-efficient lighting, installing a solar ready roof, and including energy efficient appliances; however, as a conservative analysis, these features were not included in the CalEEMod modeling. The project would indirectly result in 726.00 MTCO₂e/yr due to energy consumption; refer to Table 4.8-1.
- **Solid Waste.** Solid waste associated with operations of the proposed project would result in 82.30 MTCO₂e/yr; refer to Table 4.8-1.
- **Water Demand.** The project operations would result in a demand of approximately 14.23 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 41.80 MTCO₂e/yr; refer to Table 4.8-1. It should be noted that the project would include features such as low-flow fixtures, water-efficient irrigation, and drought tolerant landscaping which would reduce water consumption; however, as a conservative analysis, these features were not included in the CalEEMod modeling.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of project-related GHG emissions from direct and indirect sources combined would total 3,407.19 MTCO₂e/yr.

Consistency with Applicable GHG Plans, Policies, or Regulations

Consistency with the 2022 Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 4.8-2, *Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors*, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan. It should be noted that the 2022 Scoping Plan contains measures to achieve GHG reduction targets as outlined in Assembly Bill 32. As such, consistency with the 2022 Scoping Plan would ensure that the project would be consistent with statewide GHG reduction efforts and Statewide goals.

Table 4.8-2
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25 percent below 2019 levels by 2030, and 30 percent below 2019 levels by 2045	Consistent. The project would install a total of 70 short- and long-term bicycle parking stalls in accordance with Title 24 Standards. Furthermore, a Gold Coast Transit District (GCTD) bus stop is located approximately 550 feet west from the project site, along South Mills Road, and pedestrian connections are proposed to connect the mixed-use development to the surrounding areas. Based on the City's CEQA Transportation Impact Screening Checklist criteria, the proposed project would be screened from preparing a full VMT analysis as the project would result in less than significant VMT impacts. Specifically, the proposed project is located within a low VMT area and is also within a Transit Priority Area (TPA); GCTD and Ventura County Transportation Commission (VCTC) staff have confirmed that Telegraph Road currently qualifies as an HQTC due to the "family" of related bus lines (Lines 6, 10, and 21) that all travel along this corridor and collectively providing service intervals of less than 15 minutes during the morning and afternoon peak commute periods, consistent with the HQTC methodology defined by the 2020-2045 RTP/SCS. ^{20 21} The 2020-2045 RTP/SCS also identifies Telegraph Road as a future HQTC based on proposed service levels of the Line 6 operated by GCTD. As such, the proposed project would encourage alternative modes of transportation and would reduce total VMT. Thus, the project would be consistent with the action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed Statewide by 2030	Consistent. The project would not utilize natural gas for the commercial and residential components of the proposed development. Furthermore, the project would install high efficiency lighting and appliances. As such, the project would be consistent with this action.
Construction Equipment	
Achieve 25 percent of energy demand electrified by 2030 and 75 percent electrified by 2045	Consistent. The City of Ventura has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the project would be required to comply with the applicable regulation requiring the use of electric construction equipment in the future. As such, the project would be consistent with this action.
Non-Combustion Methane Emissions	
Divert 75 percent of organic waste from landfills by 2025	Consistent. Senate Bill (SB) 1383 establishes targets to achieve a 50 percent reduction in the level of Statewide organic waste disposal from 2014 levels by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.
Source: California Air Resources Board, 2022 Scoping Plan, November 16, 2022.	

Consistency with the SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future

²⁰ July 8, 2022, telephone conversation with Matt Miller, Planning Manager, Gold Coast Transit District.

²¹ August 5, 2024, email correspondence from Caitlin Brooks, Program Manager, Ventura County Transportation Commission.

investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions by 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018.

As discussed in Section 3.0, *SCEA Eligibility*, the project is consistent with the use designation, density, and building intensity specified for the project area by the RTP/SCS. As discussed in Section 4.14, *Population and Housing*, the project's additional population and households would be consistent with the growth projections of the RTP/SCS. In addition to the project's overall consistency with the primary goals of the RTP/SCS as set forth in Section 3.0 of this SCEA, five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. Table 4.8-3, *Consistency with the 2020-2045 RTP/SCS*, provides a consistency analysis of the project with these five 2020-2045 RTP/SCS strategies. The proposed project would incorporate design features such as high efficiency lighting, energy efficient appliances, and exceeding Title 24 standards. As such, these design features would reduce GHG emissions from the project and the project would not require additional measures that would reduce GHG emissions. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

**Table 4.8-3
Consistency with the 2020-2045 RTP/SCS**

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	Consistent. According to the SCAG High Quality Transit Area 2045 Interactive Map, the project is in a future HQTAs due to its location within 0.5- mile of Telegraph Road. Telegraph Road is designated as a future high quality transit corridor (HQTC) with 15 minutes or less service frequency during peak commute hours due to the proposed service levels of the Line 6 bus route operated by GCTD. ¹ Furthermore, GCTD and VCTC staff have confirmed that Telegraph Road currently qualifies as an HQTC due to the “family” of related bus lines (GCTD Lines 6, 10, and 21) that all travel along this corridor and collectively providing service intervals of less than 15 minutes, consistent with the HQTC methodology defined by the 2020-2045 RTP/SCS. ^{22 23} In addition, a bus stop serviced by GCTD is located approximately 550 feet west of the project site along South Mills Road. Therefore, the project would be consistent with this reduction strategy.

²² July 8, 2022, telephone conversation with Matt Miller, Planning Manager, Gold Coast Transit District.

²³ August 5, 2024, email correspondence from Caitlin Brooks, Program Manager, Ventura County Transportation Commission.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.	Consistent. The project is a mixed-use and mixed-income development. The project would include development of a new mixed-use development with market-rate and affordable residential housing units as well as commercial uses which would support convenient access for residents to amenities and services, thereby reducing vehicle miles traveled and supporting the reduction of GHG emissions. Therefore, the project would be consistent with this reduction strategy.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation	HQTA, TPAs, NMA, Livable Corridors.	Consistent. While this strategy is applicable to jurisdictions, the project would not conflict with its intent. Specifically, the project would include EV capable parking spaces and 25 EV chargers, as well as 70 bicycle parking spaces. Additionally, the proposed project would be near existing public transit stops and is located within a future HQTA. Thus, the project would promote alternative modes of transportation to reduce VMT.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	Consistent. While this strategy is applicable to jurisdictions, the project would not conflict with its intent. As previously discussed, the proposed project would be located in proximity to an existing bus stop serviced by GCTD. Additionally, the project would include EV capable spaces and 25 EV chargers, as well as 70 bicycle parking spaces. Further, as a mixed-use transit proximate infill project, the project will facilitate reductions in single-occupant vehicle trips and associated VMT and GHG generation. Lastly, the project would comply with sustainable practices included in CALGreen and would exceed the 2022 Title 24 standards. Thus, the project would be consistent with this reduction strategy.
Promote a Green Region		
• Support development of local climate adaptation and hazard	Green Region,	Consistent. While this strategy is applicable

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	Urban Greening, Greenbelts and Community Separators.	to jurisdictions, the project would not conflict with its intent. Specifically, as an urban infill development project, the project would not interfere with regional wildlife connectivity or present any impacts to agricultural land. The proposed project would construct multiple outdoor courtyards with landscape planters and implement low-impact development stormwater management strategies that will enhance sustainability. The project would also install high-efficiency lighting and energy efficient appliances. Thus, the project would support efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.
Note: ¹ Southern California Association of Governments, High Quality Transit Areas 2045 Interactive Map, https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1/explore?location=34.267440%2C-119.239769%2C16.20, accessed May 24, 2024. Source: Southern California Association of Governments, <i>The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments, Connect SoCal</i>, September 3, 2020.		

Consistency with the City of Ventura General Plan

The project's consistency with applicable GHG goals and policies in the General Plan is discussed in Table 4.8-4, *Consistency with the City of Ventura General Plan*. As depicted in the table below, the proposed project would be consistent with the General Plan.

Table 4.8-4
Consistency with the City of Ventura General Plan

General Plan Goals and Policies	Project Consistency Analysis
Policy 1D: Expand the use of green practices.	
Action 1.31: Provide incentives for green building projects in both the public and private sectors to comply with either the LEED™ Rating System, California Green Builder, or the Residential Built Green program and to pursue registration and certification; incentives include "Head-of-the-Line" discretionary processing and "Head-of-the-Line" building permit processing.	Consistent. The proposed mixed-use development would exceed the most recent Title 24 standards and would incorporate energy efficient lighting and appliances for residential and commercial use. As such, the project is consistent with this action.
Source: City of San Buenaventura, <i>2005 Ventura General Plan</i> , August 8, 2005.	

Conclusion

In summary, the project's characteristics render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. More specifically, the GHG plan consistency analysis provided above demonstrates that the project complies with the regulations and GHG reduction goals, policies, actions, and strategies outlined in the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the General Plan. Consistency with these plans would reduce the impact of the project's incremental contribution of GHG emissions. Accordingly, the project would not conflict with any applicable plan, policy, regulation, or recommendation adopted for the purpose of reducing GHG emissions. Impacts in this regard would be less than significant.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM HAZ-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.

- b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. If project operations involve the storage and disposal of hazardous materials, the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.
- c) If project operations involve the routine transport, use, or disposal of hazardous materials, Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:
 - The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.
 - The location of such hazardous materials.
 - An emergency response plan including employee training information.
 - A plan that describes the way these materials are handled, transported and disposed.
- d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.
- e) Avoid overtopping construction equipment fuel gas tanks.
- f) Properly contain and remove grease and oils during routine maintenance of construction equipment.
- g) Properly dispose of discarded containers of fuels and other chemicals.
- h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.
- i) Identify and implement more stringent tank car safety standards.
- j) Improve rail transportation route analysis, and modification of routes based on that analysis.
- k) Use the best available inspection equipment and protocols and implement positive train control.
- l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.
- m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.
- n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.
- o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.
- p) Fund training and outfitting emergency response crews that includes the

- cost of backfilling personnel while in training.
- q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, following implementation of existing local, State, and federal regulations, the project would not result in a significant impact regarding the routine transport, use, or disposal of hazardous materials; therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM HAZ-1 because there are no applicable environmental impacts to mitigate.

PMM HAZ-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:

- a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;
- b) More stringent tank car safety standards;
- c) Improved rail transportation route analysis, and modification of routes based on that analysis;
- d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;
- e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;
- f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments;
- g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;
- h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, following implementation of existing local, State, and federal regulations, the project would not result in a significant impact regarding the reasonably foreseeable upsets and accidents involving the release of hazardous materials; therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM HAZ-2 because there are no applicable environmental impacts to mitigate.

PMM HAZ-3 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, the Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.
- b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.

Feasibility to Incorporate into the Project: Feasible.

As analyzed below, following implementation of existing local, State, and federal regulations, the project would not result in a significant impact regarding the routine transport, use, or disposal of hazardous materials. Notwithstanding, in consideration of the fact that Anacapa Middle School is located immediately north of the project site, the project would implement 2020-2045 RTP/SCS PEIR PMM HAZ-3 to ensure any potential transport of hazardous materials from the project site would occur on a route that avoids the school, if applicable and to the extent feasible; and if not feasible, the project would provide notification of the anticipated schedule of transport of such materials to reduce potential impacts.

PMM HAZ-4 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.
- b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.
- c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.
- d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to:

permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.

- e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.
- f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.
- g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.
- h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.
- i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.
- j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.
- k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.
- l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is

minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.

- m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations.
- n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.
- o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the proposed project would not create a significant hazard to the public or environment because the project site is not listed pursuant to Government Code Section 65962.5; therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM HAZ-4 because there are no applicable environmental impacts to mitigate.

PMM HAZ-5 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.
- b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;

- c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, following adherence to existing local requirements and implementation of 2020-2045 RTP/SCS PEIR PMM TRA-2, impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant; therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM HAZ-4 because there are no applicable environmental impacts to mitigate. Refer to 2020-2045 RTP/SCS PEIR PMM TRA-2 in Section 4.17, *Transportation*.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce hazard and hazardous material impacts.

Impact Analysis

The information presented in this analysis is based on and supplemented with the *Phase I Environmental Site Assessment (ESA) of the Property Located at 255, 260 & 290 Maple Court and 3585 Maple Street, Ventura, CA 93003* (Phase I ESA) prepared by Environmental Managers & Auditors, Inc., dated September 2021; refer to Appendix E, *Phase I ESA*.

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

Less Than Significant Impact. Construction may involve temporary hazards related to the use and transport of hazardous materials, including those used for typical construction activities (i.e., diesel fuel, motor oil, etc.). Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, storage, and disposal of hazardous construction-related materials, including, but not limited to, requirements imposed by the United States Environmental Protection Agency (EPA), California Department of Toxic Substances Control (DTSC), Occupational Safety and Health of California (Cal OSHA), and the Ventura County Hazardous Materials Program Certified Unified Program Agency (CUPA). Thus, construction-related impacts due to use, transport, and storage of hazardous materials would be less than significant.

The project proposes a mixed-use development with residential and commercial retail land uses, which are land uses not typically associated with the routine transport, use, storage, or disposal of large quantities of hazardous materials during long-term operations; however, if on-site commercial retail uses include the transport, use, storage, or dispose of any significant quantity of hazardous materials as part of project operations, this would be regulated by the CUPA through a Business Plan per Chapter 6.95, Section 25503 of the California Health and Safety Code. Following implementation of existing local, State, and federal regulations, impacts would be less than significant in this regard.

- b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact. During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. Further, the transport, use, and storage of hazardous materials during construction activities would be subject to all applicable State and federal laws, including the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, California Hazardous Materials Management Act, and California Code of Regulations, Title 22. Adherence to existing regulations would reduce impacts to a less than significant level.

Proposed demolition and grading activities could also result in accidental conditions involving existing on-site contamination. According to the Phase I ESA, there is no evidence of recognized environmental conditions in connection with the property. While, based on the original date of construction of buildings on-site (built prior to 1982), there is potential for asbestos to be present in the construction materials. However, all demolition activity involving asbestos-containing materials (ACM) would be conducted in accordance with Ventura County Air Pollution Control District (VCAPCD) Rule 62.7. Rule 62.7 requires VCAPCD notification and use of licensed asbestos contractors to remove all ACMs prior to demolition. Compliance with Rule 62.7 would reduce impacts to a less than significant level.

Refer to Response 4.9(a) for a description of impacts related to project operations. Following implementation of existing local, State, and federal regulations, impacts would be less than significant in this regard.

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

Less Than Significant Impact With Mitigation Incorporated. As analyzed above, following implementation of existing local, State, and federal regulations, the project would not result in a significant impact regarding the routine transport, use, or disposal of hazardous materials. Notwithstanding, in consideration of the fact that Anacapa Middle School is located immediately north of the project site, the project would be required to implement 2020-2045 RTP/SCS PEIR PMM HAZ-3, which would ensure the potential transport of hazardous materials from the project site would occur on a route that avoids the school, to the extent feasible; and if not feasible, provide notification of the anticipated schedule of transport of such materials to reduce potential impacts. Following implementation of 2020-2045 RTP/SCS PEIR PMM HAZ-3, impacts would be reduced to less than significant levels.

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

No Impact. The project site is not listed pursuant to Government Code Section 65962.5²⁴. No impact would occur in this regard.

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

No Impact. There are no airports located within the City. The nearest airport is the Oxnard Airport, located approximately 5.4 miles south of the project site. As such, the proposed project would not affect air traffic at this facility or at any other airports within the region, and thus would not result in a safety hazard or expose sensitive receptors to excessive noise. No impact would occur in this regard.

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

Less Than Significant Impact With Mitigation Incorporated. The proposed project would result in construction activities that could temporarily affect roadways as a result of partial lane closures. This could affect emergency response times or evacuation routes. Additionally, the proposed project would increase the number of people who may need to evacuate the project area in the event of an emergency. However, all roadway improvements proposed by the project would be constructed based on City design standards. Further, the project would comply with the Ventura Fire Department's (VFD) requirements pertaining to access/egress to ensure adequate emergency access. The project would also be subject to the policies of the VFD Standardized Emergency Management System (SEMS) Multi-hazard Functional Response Plan. Further, the project would be required to implement 2020-2045 RTP/SCS PEIR PMM TRA-2 to ensure continued emergency access during the project's temporary construction phase. Following adherence to existing local requirements and implementation of 2020-2045 RTP/SCS PEIR PMM TRA-2, impacts would be less than significant in this regard. Refer to 2020-2045 RTP/SCS PEIR PMM TRA-2 in Section 4.17, Transportation.

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

No Impact. According to California Department of Forestry and Fire, the project site is not located within a State Responsibility Area (SRA) or Very High Fire Hazard Severity Zones (VHFHSZ).²⁵ The site is within a highly urbanized area and would not be subject to wildfire hazards. As such, no impact would occur in this regard.

²⁴ California Environmental Protection Agency, Cortese List Data Resources, <https://calepa.ca.gov/SiteCleanup/CorteseList/>, accessed on October 11, 2023.

²⁵ CAL FIRE, FHSZ Viewer, <https://egis.fire.ca.gov/FHSZ/>, accessed September 11, 2023.

4.10 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or 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:				
i) Result in substantial erosion or siltation on- or off-site?			✓	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
iv) Impede or redirect flood flows?			✓	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM HYD-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.
- b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
- c) Comply with the Caltrans applicable storm water discharge permit as applicable requirements; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.
- d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.
- e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.
- f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:
- g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
- h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.
- i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.
- j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.
- k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.
- l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.
- m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, following implementation of existing local, State, and federal policies and regulations, the project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality; therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM HYD-1 because there are no applicable environmental impacts to mitigate.

PMM HYD-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project. Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.
- b) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation.
- c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.
- d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge because the site is not currently used for groundwater extraction or groundwater recharge purposes. Rather, the proposed project would result in a beneficial impact related to groundwater percolation through a decrease of approximately 33,106 square feet (0.76-acre) of impervious surfaces. Therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM HYD-2 because there are no applicable environmental impacts to mitigate.

PMM HYD-3 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial

fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project site is not located in a flood zone and would not impede or redirect flood flows because the proposed project would include storm drain improvements, decreased impervious surface area on-site, and implementation of the proposed storm drain system; therefore, it is infeasible to implement 2020-2045 RTP/SCS PEIR PMM HYD-3 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

HWQ-2 Additional Drainage Actions. The following actions shall be added to the 2005 General Plan to address existing storm drain system deficiencies:

- a) Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City.
- b) Adopt assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist (e.g., Downtown district, Ventura Avenue corridor, and Harbor district).

The following actions are recommended to minimize the impact of future development on the local storm drain system and implement City goals regarding sustainable infrastructure:

- c) As feasible, require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff. Such methods may include, but are not limited to, (1) the use of pervious paving material within parking lots and other paved areas to facilitate rainwater percolation; and (2) construction of retention/detention basins to limit runoff to pre-development levels and to encourage infiltration into the groundwater basin.
- d) Where deemed appropriate, require new developments adjacent to Ventura County Watershed Protection District channels to dedicate necessary right-of-way to meet future District needs.

Feasibility to Incorporate into the Project: Partially Feasible.

General Plan EIR Mitigation Measure HWQ-2(a), (b) is not feasible to implement because these measures are programmatic and directed towards the City for consideration. General Plan EIR Mitigation Measure HWQ-2(d) is not feasible to implement because the proposed project is not located adjacent to a Ventura County Watershed Protection District channel.²⁶ As discussed below, consistent with General Plan EIR Mitigation Measure HWQ-2(c), the project would include

²⁶ Ventura County Flood Control District, *Jurisdiction Streams*, https://s29422.pcdn.co/wp-content/uploads/2018/07/MapA2015_tiff_400DPI_23x25_306Mb.pdf, October 4, 1994.

site design measures including drywell, permeable pavements, and an underground infiltration trench. Further, the proposed project would result in decreased impervious surface area on-site, resulting in beneficial impacts regarding increased percolation rates. As such, while General Plan EIR Mitigation Measure HWQ-2(c) is not necessary to mitigate impacts on the local storm drain system, this mitigation measure has been included as part of the project's design and thus, is feasible to incorporate into the project.

Impact Analysis

The information presented in this analysis is primarily based on the *Storm Water Compliance Study, Maple Court* (Stormwater Compliance Study), prepared by Stantec Consulting Services Inc. and dated March 16, 2023; refer to Appendix G, *Stormwater Compliance Study*.

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

Less Than Significant Impact.

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements.²⁷ The NPDES program regulates industrial, construction, and municipal pollutant discharges. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the Los Angeles RWQCB.

Construction-Related Impacts

Project construction could result in short-term impacts to water quality due to the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. Potential pollutants associated with these activities could affect downstream waterbodies. The proposed project would include construction of a mixed-use development consisting of two buildings on an approximately 5.75-acre site. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's General Construction Permit. As required under the NPDES program, the project Applicant would be required to obtain a General Construction Permit and prepare and implement a SWPPP and Standard Urban Stormwater Management Plan (SUSMP). The SWPPP would specify BMPs to be used during construction of the project. Further, the SUSMP would regulate pollutant discharges caused by construction activities. Implementation of the SWPPP and SUSMP would ensure runoff and discharges during the project's construction phase do not violate any water quality standards. Upon completion of the project, the Applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed.

²⁷ California State Water Resources Board, *National Pollutant Discharge Elimination System (NPDES) General Permit For Stormwater Discharges Associated With Construction And Land Disturbance Activities (General Permit) Order WQ 2022-0057-DWQ*, September 1, 2023.

Further, the project is required to comply with applicable regulations from SBMC Section 8.600.410, *Construction*, and SBMC Section 8.600.420, *Development*. To further minimize the potential for accidental release of hazardous pollutants during project construction, the transport, use, and disposal of construction materials would be required to adhere to applicable federal, State, and local standards and regulations for handling, storage, and disposal of hazardous substances; refer to Section 4.9, *Hazards and Hazardous Materials*. Compliance with such measures would prevent such substances from entering downstream water bodies via stormwater runoff and adversely affect existing water quality. Accordingly, compliance with the Construction General Permit and SBMC would reduce short-term construction-related impacts to water quality to less than significant levels.

Operational Impacts

As indicated in the Stormwater Compliance Study prepared for the project, and consistent with General Plan EIR Mitigation Measure HWQ-2(c), stormwater runoff within the northern portion of the project site would be collected on-site in the proposed storm drain system and directed to a drywell. The proposed drywell would have an overflow pipe which would be directed to Maple Court via curb drain. Stormwater runoff within the southern portion of the project site would be collected on-site in the proposed storm drain system and directed to an underground pipe infiltration/retention system, where an overflow pipe would be provided. The overflow pipe would drain the water via curb drain to Maple Street. The project would utilize permeable pavers along the emergency vehicle access lane to reduce imperviousness and provide self-treating of stormwater in this area.

The proposed project would include up to 500 parking spaces; and thus, would be subject to the requirements of the *2000 Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan* (SQUIMP) (i.e., providing 25 or more parking spaces that could potentially expose the site to storm water runoff).²⁸ Based on the SQUIMP, project-specific system stormwater quality control measures and structural source measures are required to be implemented on-site, and may include storm drain system stenciling and signage, outdoor trash/material storage areas, and BMP maintenance. The project would also be required to comply with BMPs outlined in the SQUIMP for parking lots which includes properly designed parking areas, limiting the total amount of oil contamination, and performing regular maintenance. Pursuant to SBMC Section 8.600.430, BMPs would be implemented to prevent and reduce pollutants which would minimize operational impacts to water quality. According to the Stormwater Compliance Study, the proposed project would include storm drain system stenciling and signage, on-site BMP maintenance, and post construction BMPs (i.e., drywell, permeable pavements, and an underground infiltration trench). Following compliance with the conditions and requirements identified in the Stormwater Compliance Study, SQUIMP, and SBMC, long-term operational impacts to water quality would be reduced to less than significant levels.

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

Less Than Significant Impact. As indicated in the Stormwater Compliance Study, impervious surfaces on-site currently comprise approximately 225,641 square feet (5.18 acres) of the site.

²⁸ Ventura Countywide Stormwater Quality Management Program, *Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan For The Ventura County Flood Control District, The County Of Ventura, And The Cities Of Ventura County*, Board Order No. 00-108, NPDES Permit No. CAS004002, July 27, 2000, https://vcstormwater.org/documents/programs_planninglanddevelopment/squimp.pdf, accessed January 17, 2024.

The proposed project would result in approximately 192,535 square feet (4.42 acres) of impervious areas, a decrease of approximately 33,106 square feet (0.76-acre) of impervious surfaces. Thus, a beneficial impact related to groundwater percolation would occur. Further, as shown in General Plan EIR Figure 4.13-1, *Water Distribution Facilities*, the project site is not currently used for groundwater extraction or groundwater recharge purposes. As a result, the project would not substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Rather, the proposed project would result in beneficial impacts regarding increased percolation rates. Less than significant impacts would occur in this regard.

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

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river. The project site is currently developed with an office development with associated parking, and is predominantly composed of impermeable surfaces. As discussed in Response 4.10(a), the project would be required to comply with the RWQCB Construction General Permit requirements, which would reduce erosion and associated water quality impacts during construction to less than significant levels.

During project operations, the site would not include large areas of exposed soils that would be subject to runoff. Any unpaved areas would be improved with landscaping to minimize the potential for erosion or siltation on- or off-site; refer to Exhibit 2-6, *Conceptual Landscape and Amenity Concept*. Additionally, as indicated in the Stormwater Compliance Study, and consistent with General Plan EIR Mitigation Measure HWQ-2(c), stormwater runoff within the northern portion of the project site would be collected on-site in the proposed storm drain system and directed to a drywell. The proposed drywell would have an overflow pipe which would be directed to Maple Court via curb drain. Stormwater runoff within the southern portion of the project site would be collected on-site in the proposed storm drain system and directed to an underground pipe infiltration/retention system, where an overflow pipe would be provided. The overflow pipe would drain the water via curb drain to Maple Street. The project would utilize permeable pavers along the emergency vehicle access lane to reduce imperviousness and provide self-treating of stormwater in this area. Given the nature of proposed use and the substantial increase in landscaped areas, long-term operation of the project would not have the potential to result in substantial erosion or siltation. As stated in Response 4.10(a), the proposed project would also include stormwater quality control measures, structural source measures, and an infiltration/retention system in conformance with the SQUIMP and SBMC in order to reduce long-term water quality impacts to less than significant levels. Thus, impacts in this regard would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impacts. Refer to Response 4.10(a) for a discussion concerning the proposed storm drain system associated with the project, which would be designed and sized to adequately convey stormwater to the existing stormwater collection system in the project area. As indicated in the Stormwater Compliance Study, impervious surfaces on-site currently comprise

approximately 225,641 square feet (5.18 acres) of the site. The proposed project would result in approximately 192,535 square feet (4.42 acres) of impervious areas, a decrease of approximately 33,106 square feet (0.76-acre) of impervious surfaces. Given the proposed storm drain improvements and decreased impervious surface area on-site and implementation of the proposed storm drain system, the project is not anticipated to result in flooding on- or off-site. Impacts in this regard would be less than significant.

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

Less Than Significant Impact. Refer to Responses 4.10(c)(i) and 4.10(c)(ii).

- iv) **Impede or redirect flood flows?**

Less Than Significant Impact. Refer to Responses 4.10(c)(ii), 4.10(c)(iii), and 4.10(d).

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

No Impact. According to General Plan EIR Figure 4.8-4, *FEMA Flood Zones*, the project site is not located within or adjacent to any 100-year or 500-year floodplains. According to General Plan EIR Figure 4.8-5, *Dam Inundation Areas*, the project site is not located in a portion of the City that is subject to dam inundation, and there are no large bodies of water within the project vicinity that are capable of producing a seiche; thus, the project is not subject to seiche hazards. According to General Plan EIR Figure 4.6-6, *Tsunami Risk Areas*, the project site is not located within a tsunami risk area; and thus, would not be subject to inundation associated with tsunamis. Accordingly, the project would not risk release of pollutants due to project inundation as a result of floods, tsunamis, or seiches, and no impact would occur in this regard.

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

Less Than Significant Impact. The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan)²⁹ establishes water quality standards for ground and surface waters within the Los Angeles region, including the City, and is the basis for the Los Angeles RWQCB's regulatory programs.

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a groundwater sustainability plan. The project site is located within the Santa Clara River Valley – Mound Groundwater Basin (Basin), which is designated as a High Priority Basin.³⁰

Mound Basin Groundwater Sustainability Agency (MBGSA), the local groundwater sustainability agency, prepared the *2021 Groundwater Management Plan*, which meets the requirements of

²⁹ Los Angeles Regional Water Quality Control Board, *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, September 11, 2014.

³⁰ California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp-dashboard/p2/>, accessed May 20, 2024.

California Water Code (Water Code) Section 10727 as a single plan covering the entire basin developed and implemented by one groundwater sustainability agency.³¹ The *2021 Groundwater Management Plan* describes the MBGSA's comprehensive groundwater management framework, including existing and potential actions to achieve basin sustainability goals and ensure continued sustainable groundwater management. The *2021 Groundwater Management Plan* covers the entire Basin, located in the City and Ventura County and identified by the Department of Water Resources as Basin 4-004.03.³²

Project construction and operations would not conflict with or obstruct implementation of the Los Angeles RWQCB's Basin Plan or MBGSA's *2021 Groundwater Management Plan*. As such, impacts would be less than significant in this regard.

³¹ Mound Basin Groundwater Sustainability Agency, *Mound Basin Groundwater Sustainability Plan*, December 2021, <https://www.moundbasingsa.org/gsp/>, accessed January 16, 2024.

³² Ibid.

4.11 LAND USE AND PLANNING

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM LU-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Facilitate good design for land use projects that build upon and improve existing circulation patterns
- b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:
 - Selecting alignments within or adjacent to existing public rights of way.
 - Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.
 - Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).
- c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:
 - Alignment shifts to minimize the area affected.
 - Reduction of the proposed right-of-way take to minimize the overall area of impact.
 - Provisions for bicycle, pedestrian, and vehicle access across improved roadways.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project site is developed and located in an urban setting, and the proposed mixed-use development would not physically divide an established community; therefore, it is not

feasible to implement 2020-2045 RTP/SCS PEIR PMM LU-1 because there are no applicable environmental impacts to mitigate.

PMM LU-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project would be consistent with the SCAG 2020-2045 RTP/SCS, General Plan, and SBMC, and would therefore not conflict with an existing plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM LU-2 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce impacts to land use and planning.

Impact Analysis

a) Would the project physically divide an established community?

No Impact. The project site is currently developed with three, two-story office buildings, ornamental landscaping, and associated surface parking areas. Surrounding land uses include a middle school to the north, single and multi-family residential uses to the east and south, and commercial and office uses, including the Pacific View shopping mall, to the west. The proposed mixed-use development would redevelop the existing office complex and would not encroach into any existing residential communities in the area. Given that the project site is developed, is surrounded by urban development, and would not result in the construction of a linear feature, such as railroad tracks, a flood control channel, or a major roadway, the project would not physically divide an established community. No impacts would occur in this regard.

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

Less Than Significant Impact. The project proposes to demolish three existing office buildings on-site to allow for the construction of two new mixed-use buildings with up to 350 multifamily residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial

uses. Of the 350 units, 32 would be affordable units reserved for low-income households. The project would also include private and common outdoor areas, up to 500 parking spaces, and landscaping and lighting improvements. Pedestrian access to the site would be provided from existing sidewalks along Maple Street and Maple Court, which would connect to the proposed pedestrian paseo. Within the project vicinity, regional and local bus services are provided by the Ventura County Transportation Commission (VCTC) and GCTD. Adjacent roadways are improved with sidewalks and bicycle facilities. The proposed project would redevelop the project site from an office complex with associated parking into a new mixed-use development adjacent to transit, retail/commercial, and office uses.

A project is considered consistent with the provisions and general policies of applicable land use plans and regulations if it is consistent with the overall intent of the plan or regulation and would not preclude the attainment of its primary goals.³³ The development of the project site is guided by several regional and local plans and regulatory documents, including the 2020-2045 RTP/SCS, the General Plan, and the SBMC. For an analysis of the project's consistency with the provisions and policies of the RTP/SCS, see Section 3.0, SCEA Eligibility.

As detailed in Table 4.11-1, General Plan Land Use Consistency Analysis, this proposed development would further the applicable land use goals and objectives of the General Plan.³⁴

**Table 4.11-1
General Plan Land Use Consistency Analysis**

Applicable General Plan Policies	Consistency Analysis
Policy 2B: Make the local economic climate more supportive of businesses investment.	
Action 2.8: Carry out Housing Element programs that provide housing to all segments of the local workforce	<u>Consistent.</u> The project would provide 350 new residential dwelling units, including 32 units reserved for low-income households, consisting of a variety of unit sizes and configurations, therefore providing a diverse array of new housing opportunities for multiple segments of the local workforce.
Policy 2C: Encourage niche industries.	
Action 2.11: Allow mixed-use development in commercial and industrial districts as appropriate	<u>Consistent.</u> The project consists of a mix of residential and neighborhood-serving commercial uses, and is located on a commercially zoned site, in conformance with this action.
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.	<u>Consistent.</u> Both buildings would step down in height from a maximum of five stories at the interior of the site (approximately 57 feet tall, below the project's site's maximum allowed height of 75 feet) to two stories along the site's eastern and southern property lines (approximately 24 feet tall), adjacent to existing lower-density residential uses and site frontage along Maple Street. The proposed site plan and massing arrangement places the tallest building elements away from neighboring uses, and the multiple courtyards at the third floor are dispersed throughout each building creating reliefs along their façades. Refer to <u>Table 4.11-2, Zoning Code Consistency Analysis</u> , for

³³ See *Sequoyah Hills Homeowners Association v. City of Oakland* (1993) 23 Cal.App.4th, 704, 719 (to be "consistent" with a plan, the project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning that a project must be in "agreement or harmony" with the applicable land use plan to be consistent with that plan.)

³⁴ The City of Ventura is in the process of updating its General Plan, and as of the date of publication of this document, the proposed *Ventura General Plan: Our Vision, Our Future* (General Plan Update) is in the initial planning phase and has not yet been adopted by the City. As such, the *City of San Buenaventura 2005 Ventura General Plan* is the applicable document for this analysis.

Applicable General Plan Policies	Consistency Analysis
	additional details on building placement, including yard setbacks. The project design is consistent with the classic mid-century architectural elements found throughout the City, as well as the area's coastal feel; refer to <u>Exhibit 2-5, <i>Conceptual Architectural Treatments</i></u>. The project would include low-level exterior lights along pathways for security and wayfinding purposes. In addition, low-level lighting to accent signage would be incorporated.
Policy 3C: Maximize use of land in the city before considering expansion.	
Action 3.14: Utilize infill, to the extent possible, development to accommodate the targeted number and type of housing units described in the Housing Element.	<u>Consistent.</u> The proposed mixed-use development would redevelop an existing office complex, thereby providing infill development. The proposed development would enhance the local housing supply and help support the City's Regional Housing Need Allocation (RHNA) share of 5,312 units.
Action 3.17: Continue to support the Guidelines for Orderly Development as a means of implementing the General Plan, and encourage adherence to these Guidelines by all the cities, the County of Ventura, and the Local Agency Formation Commission (LAFCO); and work with other nearby cities and agencies to avoid urban sprawl and preserve the rural character in areas outside the urban edge.	<u>Consistent.</u> The proposed mixed-use project is an infill development located in close proximity to transit. Additionally, the proposed project is consistent with the General Plan and Zoning Code. As such, the project would inherently assist the City in preventing urban sprawl.
Policy 3E: Ensure the appropriateness of urban form through modified development review.	
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.	<u>Consistent.</u> While the project site is not subject to a form-based code, the project would support pedestrian activity in the project area and contribute to a land use pattern that reduces vehicle trips and air pollution by locating residential uses near public transit, as well as near employment opportunities, commercial uses, schools, and other transit-oriented uses within the project vicinity. Energy-saving features and sustainable design would be incorporated throughout the project through compliance with required regulations in the Title 24 Building Standards Code, and the CALGreen Code, specifically. Accordingly, the project would include features to enhance sustainability, such as energy efficiency, water efficiency, waste reduction, and recycling. The project would incorporate the following sustainability features: water conservation (such as high-efficiency irrigation and low-flow faucets and toilets); energy conservation (such as low-energy, indoor-outdoor lighting, high-efficiency heating, air conditioning, and cooling equipment, and Energy Star labeled equipment); transportation (such as EV parking spaces, on-site bicycle storage, and accessibility to public transportation options); air quality (such as use of sealants, paints, and finishes that emit low volumes of volatile organic compounds); solid waste (such as trash collection that would facilitate separation of organics, recyclables, and non-recyclable trash streams); and water quality (such as low impact design features for on-site stormwater treatment, using permeable pavement, and directing stormwater runoff to vegetated areas).

Applicable General Plan Policies	Consistency Analysis
Action 3.25: Establish first priority growth areas to include the districts, corridors, and neighborhood centers as identified on the General Plan Diagram; and second priority areas to include vacant undeveloped land when a community plan has been prepared for such (within the City limits).	<u>Consistent.</u> The project site is located within the Pacific View Mall District and adjacent to the Telegraph Road Corridor, as identified by the General Plan Diagram (General Plan, Figure 3-5). Moreover, the project site is located within a HQTAs and Priority Growth Area (PGA), specifically a Job Center, as defined and identified by the 2020-2045 RTP/SCS. The project would be located within 0.5-mile of Telegraph Road, which the 2020-2045 RTP/SCS identifies as a future HQTAs based on proposed service levels of the Line 6 bus operated by GCTD. Furthermore, GCTD and VCTC staff have confirmed that Telegraph Road currently qualifies as an HQTAs due to the “family” of related bus lines (GCTD Lines 6, 10, and 21) that all travel along this corridor and collectively providing service intervals of less than 15 minutes during the morning and afternoon peak commute periods, consistent with the HQTAs/HQTAs methodology authorized by the 2020-2045 RTP/SCS.^{35,36} Accordingly, the project would be located within an area designated for priority growth under both local and regional planning documents.
Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.	
Action 4.6: Require new development to be designed with interconnected transportation modes and routes.	<u>Consistent.</u> The proposed parking structure would be required to comply with Municipal Code standards pertaining to electric vehicle (EV) capable spaces and would include 25 EV chargers. Additionally, a bus stop serviced by GCTD is located approximately 550 feet west of the project site, along South Mills Road. The project would also construct short- and long-term bicycle parking. As such, this project would encourage and support the use of EVs and alternative modes of transportation.
Policy 4B: Help reduce dependence on the automobile.	
Action 4.15: Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.	<u>Consistent.</u> The project would provide 32 affordable dwelling units for low-income households. Refer to Action 4.6, above, regarding proximity to alternative transportation modes and amenities.
Action 4.29: Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.	<u>Consistent.</u> Refer to Action 4.6 and Action 4.15, above. Additionally, pedestrian access to the site would be provided from existing sidewalks along Maple Street and Maple Court, which would connect to the proposed pedestrian paseo. Within the project vicinity, regional and local bus services are provided by the VCTC and GCTD. Adjacent roadways are improved with sidewalks and bicycle facilities.
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.	<u>Consistent.</u> Energy-saving features and sustainable design would be incorporated throughout the project through compliance with required regulations in the Title 24 Building Standards Code, and the CALGreen Code, specifically. Accordingly, the project would include features to enhance sustainability, such as energy efficiency, water efficiency, waste reduction, and recycling. The project would incorporate the following sustainability features: water conservation (such as high-efficiency irrigation and low-flow faucets and toilets);

³⁵ July 8, 2022, telephone conversation with Matt Miller, Planning Manager, Gold Coast Transit District.

³⁶ August 5, 2024, email correspondence from Caitlin Brooks, Program Manager, Ventura County Transportation Commission.

Applicable General Plan Policies	Consistency Analysis
	energy conservation (such as low-energy, indoor-outdoor lighting, high-efficiency heating, air conditioning, and cooling equipment, and Energy Star labeled equipment); transportation (such as EV parking spaces, on-site bicycle storage, and accessibility to public transportation options); air quality (such as use of sealants, paints, and finishes that emit low volumes of volatile organic compounds); solid waste (such as trash collection that would facilitate separation of organics, recyclables, and non-recyclable trash streams); and water quality (such as low impact design features for on-site stormwater treatment, using permeable pavement, and directing stormwater runoff to vegetated areas).
Policy 5B: Improve services in ways that respect and even benefit the environment.	
Action 5.6: Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.	<u>Consistent.</u> As analyzed in Section 4.19, Utilities and Service Systems, a sewer capacity analysis has been performed for the project and approved by the City, demonstrating that adequate capacity exists for the project's wastewater generation.
Action 5.7: Require project proponents to conduct evaluations of the existing waster distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development.	<u>Consistent.</u> As analyzed in Section 4.19, Utilities and Service Systems, a water analysis has been performed for the project and approved by the City, demonstrating that with identified improvements to local water infrastructure that would be performed by the applicant, adequate capacity would exist for the project's water demand.
Action 5.8: Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.	<u>Consistent.</u> While not located in the coastal zone or near coastal resources, the project would not have significant adverse impacts on public services, as analyzed in Section 4.15, Public Services.
Action 5.17: Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara Rivers and other watercourses	<u>Consistent.</u> As analyzed in Section 4.10, Hydrology and Water Quality, the project would comply with all applicable State and local regulations regarding stormwater treatment, resulting in less than significant impacts.
Action 5.18: Work with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, and/or develop alternative means of disposal that will provide sufficient capacity for solid waste generated in the City.	<u>Consistent.</u> As analyzed in Section 4.19, Utilities and Service Systems, adequate capacity exists in the existing regional landfills to accommodate the project's solid waste; accordingly, impacts would be less than significant.
2021-2029 Housing Element Consistency	
Goal 2: Facilitate the provision of a range of housing types to meet the diverse needs of the community.	
Policy 2.1: Provide high quality housing for current and future residents at all income levels. Promote housing that is developed with sustainable building practices. Policy 2.2: Expand housing opportunities for the City's workforce. Policy 2.5: Facilitate the provision of quality rental housing that offers a range of unit sizes to accommodate the diverse housing needs of the community. Policy 2.13: Encourage the production of housing that meets the needs of all economic segments, including extremely low, lower, moderate, and above moderate income households, to achieve a balanced community.	<u>Consistent.</u> As a mixed-use, mixed-income housing development project containing 350 units, including 32 units designated for low-income households, the project would directly meet these Housing Element policies, and provide a diverse range of unit sizes and types at market-rate and affordable levels to help the City meet its housing needs.

Applicable General Plan Policies	Consistency Analysis
Goal 3: Provide adequate housing sites through appropriate land use and zoning designations to accommodate the City's share of regional housing need.	
Policy 3.3: Encourage efficient utilization of the City's limited land resources by encouraging development at the upper end of the permitted Zoning Code/General Plan density.	<u>Consistent.</u> The project would provide a vertical mix of uses within a designated growth area that is served by transit and facilitates alternative means of transportation other than single-occupant vehicle travel. The project utilizes the maximum base density of the City's Commerce land use designation, and achieves a slight increase in this density under the provisions of State density bonus law, thereby achieving efficient utilization of the project site to provide a total of 350 residential dwelling units.
Policy 3.8: Facilitate the development of mixed-use projects in appropriate areas, including stand-alone residential developments (horizontal mixed-use) and housing above ground floor commercial uses (vertical mixed-use).	

The project's C-1A zone allows most general commercial uses, including the retail, cafe, or small office/co-working uses that are anticipated to occupy the project's ground-level commercial tenant spaces. In addition, the C-1A zone permits large multi-family residential uses (defined as one or more buildings containing five or more dwelling units), subject to the City's approval of a Planned Development Permit pursuant to SBMC Chapter 24.525, *Planned Development Permit Procedure*. Following the City's approval of the requested Planned Development Permit, the proposed mixed-use development would be permitted in the C-1A zone. Further, as detailed below in Table 4.11-2, *Zoning Code and Density Bonus Consistency Analysis for Building 1*, and Table 4.11-3, *Zoning Code and Density Bonus Consistency Analysis for Building 2*, the project would be consistent with the basic zoning requirements of the C-1A zone, per SBMC Chapter 24.234, *C-1A Intermediate Commercial Zone*, and Chapter 24.415, *Off-Street Parking Regulations*, including utilization of density bonus law.

The C-1A zone does not impose any density limit for buildings or lots not used exclusively for residential purposes; accordingly, the mixed-use project is not subject to any maximum density controls under the site's existing zoning regulations. The site's Commerce land use designation permits a maximum residential density of up to 54 dwelling units per acre (du/ac), which would allow up to 192 dwelling units at Lot 1 (3.55 acres) and 119 units at Lot 2 (2.20 acres), for a total of 311 maximum allowed dwelling units prior to application of any density bonus under State density bonus law.^{37,38} The project proposes to set aside 10 percent of its State density bonus law "base" density for low income households. As such, Lot 1 and Building 1 would provide 20 low income units, and Lot 2 and Building 2 would provide 12 low income units, for a total of 32 affordable units. Under State density bonus law, the provision of a 10 percent low-income affordable set-aside allows a density bonus of up to 20 percent, or 231 units on Lot 1 and 143 units on Lot 2, for a total of 374 allowed density bonus units. As described above, the project is proposing to construct 216 units on Lot 1 and 134 units on Lot 2, for a total of 350 density bonus units, representing only an approximately 12.5 percent density bonus. Accordingly, the project's proposed density complies with existing City regulations as well as State density bonus law; refer to Table 4.11-2 and Table 4.11-3. Further, the proposed development would enhance the local housing supply and support the City's Regional Housing Need Allocation (RHNA) share of 5,312 units.³⁹

³⁷ 3.55 acres x 54 du/ac density = 191.7 units, rounding up to 192 units per State density bonus law.

³⁸ 2.20 acres x 54 du/ac density = 118.8 units, rounding up to 119 units per State density bonus law.

³⁹ City of Ventura, *Housing Element 2021-2029*, April 2023.

Table 4.11-2
Zoning Code and Density Bonus Consistency Analysis for Building 1

Applicable Zoning Requirements	Applicable Incentives/Waivers/Concessions Pursuant to State Density Bonus Law (California Government Code Section 65915)	Building 1 (Lot 1) Proposed Development Standards
Front Yard Setback: Where the frontage of a lot not used exclusively for residential purposes is located partly in, or adjacent to, a residential zone, the front setback requirement for that residential zone shall apply. As the project is adjacent to the R-1-6 zone, a front setback of 20 percent of the depth of the lot (Lot depth is 242 feet; 20 percent of depth is 48.4 feet), not to exceed 25 feet.	A residential building that provides a 10 percent base density for low-income households is permitted one development incentive or concession that may provide relief from a development standard (Government Code Section 65915(k)).	Consistent per State Density Bonus Law. The proposed front setback would be a minimum of eight feet and two inches.
Side Yard Setback: Where the side of a lot in the C-1A zone not used exclusively for residential purposes abuts any residential zone, there shall be a side setback of not less than 10 percent of the width of the lot; except that such side setback shall not be less than three feet, and need not exceed five feet in width.	N/A	Consistent. The proposed side yards would range in width from 32 feet (east) and 44 feet (west).
Rear Yard Setback: 20 percent of the depth of lot or 20 feet, whichever is less.	N/A	Consistent. The proposed rear yard setback would be 28 feet.
Height: Six stories, not to exceed 75 feet.	N/A	Consistent. Maximum of five stories; 56 feet, 8 inches tall.
Parking: One space per 300 gross square feet of floor area for office/retail use. One space for each dwelling unit with no more than one bedroom; two spaces for each dwelling unit with two or more bedrooms; one-quarter space for every dwelling unit to be used as guest parking. 2,600 square feet of commercial = 9 spaces 158 one bedroom or less = 158 spaces 58 two-bedrooms = 116 spaces - Guest parking = 54 spaces Total Required Parking = 337 spaces	Pursuant to State density bonus law, a project may utilize reduced residential parking ratios of 0-1 space for studios and one-bedroom units, and 1.5 spaces for two or more bedrooms units, inclusive of guest parking (Government Code Section 65915). Utilizing these ratios, Building 1 would be required to provide a minimum of 245 residential parking spaces, in addition to 9 required commercial parking spaces.	Consistent per State Density Bonus Law. 2,600 square feet of commercial = 9 spaces 158 one bedroom or less = 158 spaces 58 two-bedrooms = 87 spaces - Guest parking = 36 spaces Total Proposed Parking = 290 spaces
Bicycle Parking: 10 percent of the number of spaces required for vehicle parking, but no less than five bicycle parking facilities; computation for	N/A	Consistent. 40 bicycle spaces would be provided for Building 1, which would contribute to the total of 70 bicycle spaces provided by the project.

Applicable Zoning Requirements	Applicable Incentives/Waivers/Concessions Pursuant to State Density Bonus Law (California Government Code Section 65915)	Building 1 (Lot 1) Proposed Development Standards
mixed-use projects equals the total required bicycle parking facilities on site, i.e., the sum of the requirements for each of the uses occupying the site. Based on the required parking, this equates to 65 bicycle parking spaces for the project site as a whole.		
Maximum Density/Affordable Units: 54 dwelling units/acre (du/ac); this equates to a maximum 192 dwelling units on a 3.55-acre lot.	A 10 percent State density bonus law base equates to 20 low-income dwelling units within Building 1. If consistent, a 20 percent density increase is allowed, increasing the allowable units in Building 1 to 231 units.	<u>Consistent per State Density Bonus Law.</u> The project proposes to reserve 20 affordable units of the 216 units in Building 1, which is 15 units below the allowable limit of 231 dwelling units.

Table 4.11-3
Zoning Code and Density Bonus Consistency Analysis for Building 2

Applicable Zoning Requirements	Applicable Incentives/Waivers/Concessions Pursuant to State Density Bonus Law (California Government Code Section 65915)	Building 2 (Lot 2) Proposed Development Standards
Front Yard Setback: Where the frontage of a lot not used exclusively for residential purposes is located partly in, or adjacent to, a residential zone, the front setback requirement for that residential zone shall apply. As the project is adjacent to the R-1-6 zone, a front setback of 20 percent of the depth of the lot (Lot depth is 313 feet; 20 percent of depth is 67.2 feet), not to exceed 25 feet.	A residential building that provides a 10 percent base density for low-income households is permitted one development incentive or concession that may provide relief from a development standard (Government Code Section 65915(k)).	<u>Consistent per State Density Bonus Law.</u> The proposed front setback would be a minimum of three feet and six inches
Side Yard Setback: Where the side of a lot in the C-1A zone not used exclusively for residential purposes abuts any residential zone, there shall be a side setback of not less than 10 percent of the width of the lot; except that such side setback shall not be less than 3 feet and need not exceed 5 feet in width.	N/A	<u>Consistent.</u> The proposed side yard setbacks would range in width from eight feet (south) to 25 feet (north).
Rear Yard Setback: 20 percent of the depth of lot or 20 feet, whichever is less.	N/A	<u>Consistent.</u> The proposed rear yard setback would be 31 feet.

Applicable Zoning Requirements	Applicable Incentives/Waivers/Concessions Pursuant to State Density Bonus Law (California Government Code Section 65915)	Building 2 (Lot 2) Proposed Development Standards
Height: 6 stories, not to exceed 75 feet.	N/A	<u>Consistent.</u> The maximum height would be 5 stories; 57 feet tall.
Parking: One space per 300 gross square feet of floor area for office/retail use. One space for each dwelling unit with no more than one bedroom; two spaces for each dwelling unit with two or more bedrooms; one-quarter space for every dwelling unit to be used as guest parking. 2,250 square feet of commercial = 8 spaces 96 one bedroom or less = 96 spaces 38 two-bedrooms = 76 spaces - Guest parking = 34 spaces Total Required Parking = 214 spaces	Pursuant to density bonus law, a project may utilize reduced residential parking ratios of 0-1 space for studios and one-bedroom units, and 1.5 spaces for two or more bedrooms units, inclusive of guest parking (Government Code Section 65915). Utilizing these ratios, Building 2 would be required to provide a minimum of 153 residential parking spaces, in addition to 8 required commercial parking spaces.	<u>Consistent per Density Bonus Law.</u> 2,250 square feet of commercial = 8 spaces 96 one bedroom or less = 96 spaces 38 two-bedrooms = 57 spaces - Guest parking = 49 spaces Total Proposed Parking = 210 spaces
Bicycle Parking: 10 percent of the number of spaces required for vehicle parking, but no less than five bicycle parking facilities; computation for mixed-use projects equals the total required bicycle parking facilities on site, i.e., the sum of the requirements for each of the uses occupying the site. Based on the required parking, this equates to 65 bicycle parking spaces for the project site as a whole.	N/A	<u>Consistent.</u> 30 bicycle spaces would be provided for Building 2, which would contribute to the total of 70 bicycle spaces provided by the project.
Maximum Density/Affordable Units: 54 du/ac; this equates to a maximum of 119 units on a 2.20-acre lot.	A 10 percent State density bonus law base equates to 12 low-income dwelling units within Building 2. If consistent, a 20 percent density increase is allowed, increasing the allowable units in Building 2 to 143 units.	<u>Consistent per State Density Bonus Law.</u> The project proposes to reserve 12 units in Building 2 as affordable units. The project proposes a total of 134 dwelling units in Building 2, which is 9 units below the allowable limit of 143 dwelling units.

The project site is located within a HQTAs and Priority Growth Area (PGA), specifically a Job Center, as defined by the SCAG 2020-2045 RTP/SCS. The project would be located within 0.5-mile of Telegraph Road, which the SCAG 2020-2045 RTP/SCS identifies as a future HQTC based on proposed service levels of the Line 6 bus operated by GCTD. Furthermore, GCTD and VCTC staff have confirmed that Telegraph Road currently qualifies as an HQTC due to the “family” of related bus lines (GCTD Lines 6, 10, and 21) that all travel along this corridor and collectively provide service intervals of less than 15 minutes during the morning and afternoon peak commute periods, consistent with the HQTC/HQTA methodology authorized by the SCAG 2020-2045

RTP/SCS.⁴⁰⁴¹ The project's location would provide residential development in close proximity to public transit facilities. The project would support pedestrian activity in the project area and contribute to a land use pattern that reduces vehicle trips and air pollution by locating residential uses near public transit, as well as near employment opportunities, commercial uses, schools, and other transit-oriented uses within the project vicinity.

Therefore, while the project requires discretionary approval of Major Design Review (SBMC Section 24.545.030.1), a Planned Development Permit (SBMC Section 24.234.050.3(a) and SBMC Chapter 24.525), and a density bonus (SBMC Chapter 24.445 and California Government Code Section 65915), among other approvals (refer to Section 2.4.4, *Project Approvals*), the project would be consistent with the goals of the General Plan and the SCAG 2020-2045 RTP/SCS related to placement of mixed residential densities near transit to facilitate alternative modes of commuting to employment and to encourage pedestrian activity in the project area to reduce vehicle trips and air pollution. The project would not conflict with any existing specific plan area, coastal zone, or other plan adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

⁴⁰ July 8, 2022, telephone conversation with Matt Miller, Planning Manager, Gold Coast Transit District.

⁴¹ August 5, 2024, email correspondence from Caitlin Brooks, Program Manager, Ventura County Transportation Commission.

4.12 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
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?				✓

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM MIN-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.
- b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as:
 - 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.
 - 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.
 - 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.
 - 4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project is not located in an area where mineral resource recovery is permitted or exists; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM MIN-1 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce impacts to mineral resources.

Impact Analysis

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

No Impact. The project site and surrounding areas are urbanized and developed, and no mineral resource recovery activities exist. Figure 4.9-2, *Aggregate Resources*, of the General Plan EIR, the project site and surrounding areas are located in an area designated MRZ-1, which is defined as an area where adequate information indicates that no significant mineral deposits are present. As such, the proposed project would not result in impacts to mineral resources, and no impact would occur.

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

No Impact. The project site has a General Plan designation of Commerce and is currently zoned Intermediate Commercial (C-1A). Mineral recovery is not an allowable use within this zone, and mineral recovery activities do not occur on-site or in the vicinity. Therefore, the project would not result in the loss of availability of a known resource of known value to the region and State or a resource that is delineated on a local general plan, specific plan, or land use plan, and no impact would occur.

4.13 NOISE

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM NOISE-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Install temporary noise barriers during construction.
- Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.
- Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance.
- Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.
- Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
- Designate an on-site construction complaint and enforcement manager for the project.
- Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise

suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.

- h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
- j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned.
- l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.
- m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;
- n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.
- o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
- p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
- q) Use of portable barriers in the vicinity of sensitive receptors during construction.
- r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.

- s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.
- t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.
- u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.
- v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
- w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.
- x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.
- y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.

Feasibility to Incorporate into the Project: Partially Feasible

As analyzed below, due to adjacent noise-sensitive land uses, the project has potential to result in significant noise impacts during construction, particularly during the demolition and grading phase. As such, the project would include 2020-2045 RTP/SCS PEIR PMM NOISE-1(a), (c) through (h), (k), (o) through (r), and (v) to ensure construction equipment is properly maintained, neighboring noise sensitive receptors are alerted prior to activities that may exceed noise levels, temporary noise barriers are implemented, and noise control techniques are installed (i.e., improved mufflers, intake silencers, engine enclosures) on construction equipment. Further, per 2020-2045 RTP/SCS PEIR PMM NOISE-1(c), the project would not engage in or conduct construction activities between the hours of 8:00 p.m. of one day and 7:00 a.m. of the next, Monday through Sunday. The project would also include 2020-2045 RTP/SCS PEIR PMM NOISE-1(v) to ensure that stationary sources would be located as far away from adjacent sensitive receptors as possible and screened to reduce operational noise levels. 2020-2045 RTP/SCS PEIR PMM NOISE-1(k) and General Plan EIR Mitigation Measure N-1 would be implemented on pavement following completion of the linear construction phase (water line upsizing).

2020-2045 RTP/SCS PEIR PMM NOISE-1(b), (i), (j), (l) through (n), (s) through (u), and (w) through (y) would not be feasible to incorporate into the project as the project would not result in operational noise levels that exceed the City's noise standards, is not a transportation project, is compatible with the current land use designation, and would include setbacks that would provide adequate mobile noise reduction for the future residents of the project; therefore, there are no applicable environmental impacts to mitigate in this regard.

PMM NOISE-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.
- b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.
- c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.
- d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.
- e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps).
- f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.

Feasibility to Incorporate into the Project: Not Feasible

As analyzed below, the project's construction vibration levels would not exceed Caltrans thresholds of significance and impacts would be less than significant. As such, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM NOISE-2 as there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

N-1 Rubberized Asphalt. The following action shall be added to the 2005 General Plan to reduce general traffic noise:

- As feasible, use rubberized asphalt or other sound reducing materials for paving and repaving of City streets.

Feasibility to Incorporate into the Project: Feasible

The project would require re-pavement of streets following completion of the linear construction phase (water line upsizing). The project would use rubberized asphalt or other sound reducing materials for pavement as feasible. As such, the project would implement General Plan EIR Mitigation Measure N-1.

N-3 Noise Ordinance Update. The following action shall be added to the 2005 General Plan:

- Update the Noise Ordinance in conjunction with the new development code to provide noise standards for residential projects and residential components of mixed use projects within commercial and industrial zones.

Feasibility to Incorporate into the Project: Not Feasible

General Plan EIR Mitigation Measure N-3 is a programmatic measure that would include updates the City Noise Ordinance. As discussed below, the project's operational noise levels would adhere to applicable City noise standards. Additionally, the project's construction noise would not exceed the NIOSH threshold and would adhere with the hours of construction as outlined in SBMC Section 10.650.150 (D), *Special Noise Sources – Construction of Buildings and Projects* and the 2020-2045 RTP/SCS PEIR PMM-Noise-1. As General Plan EIR Mitigation Measure N-3 is not a project-level mitigation measure, this measure is not feasible for the project.

Regulatory Framework

City of Ventura General Plan

The General Plan provides noise standards for acceptable conditions based on State recommendations and City land use designations. The City uses the noise/land use compatibility guidelines presented in Table 4.13-1, *Land Use Compatibility for Community Noise Exposure*. These standards, which use the CNEL noise descriptor, are intended to be applicable for land use designations exposed to noise levels generated by transportation-related sources. Based on the categories below, the most applicable land use categories to the project are the Residential – Multi Family land use and the Office Buildings, Business Commercial and Professional land use. However, the Residential – Multi Family land use community noise exposure is more stringent, and thus is used as the baseline for acceptable CNEL exposure herein.

**Table 4.13-1
Land Use Compatibility for Community Noise Exposure**

Land Use Category	Community Noise Exposure (L _{dn} or CNEL)			
	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 – Multi-Family ¹	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	67.5 - 75	72.5 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	NA	70 - 80	80 - 85
Office Buildings, Business Commercial and Professional	50 - 70	67.5 - 77.5	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	80 - 85	NA

Land Use Category	Community Noise Exposure (L _{dn} or CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Notes: NA = Not Applicable, L_{dn} = Day-Night Sound Level, CNEL = Community Noise Equivalent Level <u>Normally Acceptable</u> - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. <u>Conditionally Acceptable</u> - 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. <u>Normally Unacceptable</u> - 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. <u>Clearly Unacceptable</u> - New construction or development should generally not be undertaken. 1. The proposed project would construct two mixed use building consisting of multi-family residential and neighborhood serving commercial use. While the land use categories of Residential – Multi-Family and Office Buildings, Business Commercial and Professional would be applicable, the more stringent CNEL of Residential – Multi-Family would be used as a baseline for acceptable CNEL exposure Source: City of Ventura, 2005 Ventura General Plan, Table 7-2 Acceptable Noise Levels, 2005; State of California Governor's Office of Planning and Research, General Plan Guidelines, July 2017.				

SBMC

****The City maintains a comprehensive Noise Control standard within its Municipal Code that establishes Citywide interior and exterior noise level standards. The City's Noise Control standard (SBMC Section 10.650.130 (B)(1), *Exterior Noise Levels*) establishes daytime and nighttime noise standards; refer to Table 4.13-2, *Noise Zone Exterior Noise Levels*. The Noise Control is designed to control unnecessary, excessive and annoying sounds generated from a stationary source impacting an adjacent property. It differentiates between environmental and nuisance noise. Environmental noise is measured under a time average period while nuisance noise cannot exceed the established Noise Ordinance levels at any time. At the boundary line between a residential property and a commercial and manufacturing property, the noise level of the quieter zone is required to be used. Any noise level that does not exceed the ambient base noise level, as measured at the property line of the noise generation property, is permitted.**

The following sections of the Municipal Code are applicable to the proposed project.

Section 10.650.130, *Designated Noise Zones*

A. Assignment of Noise Zones. Receiving properties are assigned to designated noise zones as follows:

1. Designated noise zone I: Noise sensitive properties⁴²
2. Designated noise zone II: Residential properties
3. Designated noise zone III: Commercial properties
4. Designated noise zone IV: Industrial and agricultural properties.

B. Exterior Noise Levels

1. **Noise Zone Exterior Noise Levels.** The following exterior noise levels, unless otherwise specifically indicated, shall apply to all receiving properties within a designated noise zone for the purpose of establishing noise level limits in subsection (B)(2) of this section; refer to Table 4.13-2.

⁴² "Noise sensitive properties" are any properties, regardless of zone, designated in the General Plan Noise Element. These properties include schools, hospitals, convalescent care, boarding, and rest homes.

Table 4.13-2
Noise Zone Exterior Noise Levels

	Designated Zone	Exterior Noise Levels	Time Interval
Zone 1	Noise sensitive properties ¹	50 dBA	7:00 a.m. – 10:00 p.m.
		45 dBA	10:00 p.m. – 7:00 a.m.
Zone 2	Residential properties	50 dBA	7:00 a.m. – 10:00 p.m.
		45 dBA	10:00 p.m. – 7:00 a.m.
Zone 3	Commercial Properties	60 dBA	7:00 a.m. – 10:00 p.m.
		55 dBA	10:00 p.m. – 7:00 a.m.
Zone 4	Industrial and agricultural	70 dBA	Anytime
Notes:			
1. "Noise sensitive properties" are any properties, regardless of zone, designated in the Noise Element of the City's General Plan. These properties include schools, hospitals, convalescent care, boarding, and rest homes.			
Source: City of Ventura, San Buenaventura Municipal Code, Section 10.650.130, <i>Designated Noise Zones</i> , 2023.			

2. *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:

- a. 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;
- b. The exterior noise levels plus five dB for a total period of more than 15 minutes in any consecutive 60 minutes;
- c. The exterior noise levels plus 10 dB for a total period of more than five minutes in any consecutive 60 minutes; or
- d. The exterior noise levels plus 15 dB for a total period of more than one minute in any consecutive 60 minutes; or
- e. The exterior noise levels plus 20 dB for any period of time.

4. *Ambient Noise Level in Excess of Noise Level Limit.* If the ambient noise level exceeds that permissible for any of the noise level limits in subsections (B)(2)(a) to (d) of this section, the noise level limit shall be increased in five dB increments as appropriate to encompass or reflect said ambient noise level. In the event the ambient noise level exceeds the noise level limit in subsection (B)(2) of this section, this limit shall be increased to the maximum ambient noise level.

5. *Boundary Between Different Zones.* If the measurement location is on a boundary between two different designated noise zones, the lower noise level limit applicable to the two zones shall apply.

Section 10.650.150, *Special Noise Sources*

D. *Construction of Buildings and Structures*

1. Between the hours of 8:00 p.m. of one day and 7:00 a.m. of the next, no person adjacent to or within any residential zone in the city shall operate power construction equipment or tools or perform any outside construction or repair work on buildings or structures, or operate any pile driver, steam shovel, pneumatic

hammer, steam or electric hoist or other construction device so as to create any noise which exceeds the noise level limits of this article. These specified construction activities are permitted between the hours of 7:00 a.m. and 8:00 p.m. The performance of emergency work is exempt from the provisions of this section.

Section 12.160.010, *Construction Equipment, Safety Regulations When Not In Use*

Whenever equipment used in construction work and used for lifting materials is left unattended, the power shall be shut off, brakes set, and any buckets, forks, or like lifting devices shall be placed in the down position.

Existing Conditions

Stationary Sources

The project site is located within an urbanized area. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, emergency vehicle activities, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

The majority of the existing traffic noise in the project area is generated from vehicles traveling along South Mills Street and Maple Street.

Noise Measurements

To quantify existing ambient noise levels in the vicinity of the project site, five noise measurements were taken on September 20, 2023, and April 10, 2024; refer to Table 4.13-3, Noise Measurements. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Two ten-minute measurements were taken between 10:45 a.m. and 12:15 p.m. on September 20, 2023. Three ten-minute measurements were taken between 1:00 p.m. and 2:00 p.m. on April 10, 2024. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

**Table 4.13-3
Noise Measurements**

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	In front of 3715 Birch Street	48.3	43.2	62.0	10:58 a.m.
2	In front of 370 Chapel Drive	64.0	46.1	87.0	1:03 p.m.
3	Northeast corner of the Coastal View Drive and South Mills Road intersection	68.8	49.2	85.7	11:53 a.m.
4	Northern boundary of the project site	50.3	41.0	66.0	1:19 p.m.
5	Northeastern corner of the Telegraph Road and Glen Ellen Drive intersection	64.8	46.5	83.8	1:43 p.m.
Notes: dBA = A-weighted decibels, L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level, Peak = Highest Instantaneous Sound Level					
Sources: Michael Baker International, September 20, 2023. Michael Baker International, April 10, 2024.					

Meteorological conditions were sunny, cool temperatures, with light wind speeds (0 to 6 miles per hour). Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in Appendix H, Noise Data.

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The project site is surrounded by noise-sensitive land uses (i.e., institutional and residential uses). The nearest sensitive receptors are the single-family residential uses adjoining the project site to the east, Anacapa Middle School adjoining the project site to the north, and multi-family residential uses approximately 50 feet to the south.

Based on SBMC 10.650.130 (A), *Assignment of Noise Zones*, Anacapa Middle School located north of the project site is identified as a noise sensitive property. As such, the Anacapa Middle School would be classified under Zone 1 with an exterior noise levels limit of 50 dBA from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00 a.m. The project site is also located adjacent to single-family residential uses to the east, classified under Zone 2, which have the same noise level limits as Zone 1. As such, the analysis below utilizes the exterior noise threshold for Zone 1 and Zone 2 pursuant of SBMC 10.650.130 (B)(5).

Significance Thresholds

Construction

To evaluate whether the project would generate potentially significant temporary construction noise levels at off-site sensitive receiver locations, a construction-related noise level threshold was utilized from the Occupational Noise Exposure prepared by the National Institute for Occupational Safety and Health (NIOSH). As a division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The construction-related noise level threshold starts at 85 dBA for more than eight hours per day, and for every 3-dBA increase, the exposure time is cut in half. For the purposes of this analysis, the lowest, most conservative construction noise level threshold of 85 dBA L_{eq} was used as an acceptable threshold for construction noise at the nearby sensitive receiver locations. Since this construction-related noise level threshold represents the energy average of the noise source over a given time, they are expressed as L_{eq} noise levels. Therefore, the noise level threshold of 85 dBA L_{eq} over a period of eight hours or more is used to evaluate the potential project-related construction noise level impacts at the nearby sensitive receiver locations.

Operational

A project would result in a significant impact if project-related operational noise levels exceed the established noise level threshold as outlined in the City's Noise Ordinance; refer to Table 4.13-2.

The nearest existing receptor is the single-family residential buildings directly east of the project site and the Anacapa Middle School to the north. The single-family residential buildings are located within Zone 2 in accordance with the SBMC. As detailed in Table 4.13-3, the measured average daytime ambient noise level is 48.3 dBA L_{eq} at the nearest receptor to the east, which is lower than the SBMC noise limit of 50 dBA L_{eq} during daytime. As such, this receptor would have a noise level threshold of 50 dBA L_{eq} during daytime and 45 dBA L_{eq} during nighttime per the SBMC.

The Anacapa Middle School is located within Zone 1 in accordance with the SBMC and has an average daytime ambient noise level of 50.3 dBA L_{eq} ; refer to Table 4.13-3. Per SBMC Section 10.650.130(B)(4), in the event the ambient noise level exceeds the noise limits in subsection (B)(2), the noise limit shall be increased by 5 dBA increments to encompass the ambient noise levels. As such, this receptor would have an adjusted noise level threshold of 55 dBA L_{eq} during daytime and 45 dBA L_{eq} during nighttime per the SBMC.

Additionally, the Federal Interagency Committee on Noise (FICON) determined that new noise sources that exceed the existing ambient noise level would result in an increase in annoyance for nearby sensitive receptors. The closest sensitive receptors to the project site are the single-family residential units located adjoining to the east of the project site. As such, FICON established guidance that would be used to consider the impacts of project-generated noise. The guidance FICON utilizes is based on aircraft noise studies.

A project would result in a significant impact if the following criteria were met:

1. If the existing ambient noise levels is less than 60 dBA L_{eq} CNEL, a significant impact would occur if a project would increase the ambient noise levels by 5 dBA L_{eq} CNEL or more.
2. If the existing ambient noise levels is between 60 to 65 dBA L_{eq} CNEL, a significant impact would occur if a project would increase the ambient noise levels by 3 dBA L_{eq} CNEL or more.
3. If the existing ambient noise levels is greater than 65 dBA L_{eq} CNEL, a significant impact would occur if a project would increase the ambient noise levels by 1.5 dBA L_{eq} CNEL or more.

It should also be noted that the City's noise level threshold for the sensitive receptors to the east (50 dBA L_{eq} during daytime and 45 dBA L_{eq} during nighttime) is more stringent than the FICON's noise threshold of 53.3 dBA L_{eq} (existing ambient noise level of 48.3 dBA L_{eq} plus 5 dBA L_{eq}). As such, the analysis below would utilize the City's noise level threshold of 50 dBA L_{eq} during daytime and 45 dBA L_{eq} during nighttime as a conservative threshold for future operational noise levels.

Impact Analysis

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

Less Than Significant Impact With Mitigation Incorporated.

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Project construction activities consisting of demolition, grading, building construction, paving, linear construction (water line upsizing), and architectural coating would occur as a single phase. Construction would commence during the first quarter of 2026 and conclude during the first quarter of 2029. Ground-borne noise and other types of construction-related noise impacts would typically occur during the demolition and grading phase. Construction equipment produce maximum noise levels when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites typically operate under less than full power conditions, or partial power. To more accurately characterize construction-period noise levels, the average (L_{eq}) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment simultaneously operating on part power.

The estimated construction noise levels at the nearest noise-sensitive receptors are presented in Table 4.13-4, Maximum Noise Levels Generated by Typical Construction Equipment. Noise levels from construction equipment and activities were modelled using the Federal Highway Administration's Roadway Construction Noise Model (RCNM). Construction equipment was based on CalEEMod defaults; refer to Appendix B, Air Quality/Greenhouse Gas/Energy Modeling Results. To present a conservative impact analysis, the estimated noise levels were calculated for a scenario in which all heavy construction equipment were assumed to operate simultaneously. Results from RCNM also assume a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. The shielding of buildings and other barriers that interrupt line-of-sight conditions would reduce noise levels than what is shown in Table 4.13-4.

Table 4.13-4
Maximum Noise Levels Generated by Typical Construction Equipment

Phase	Estimated Exterior Construction Noise Level at 130 feet (Center of project Site) (dBA L_{eq}) ^{1,2}
Demolition	78.1
Grading	78.8
Building Construction	74.5
Paving	72.9
Architectural Coating	65.4
Notes: 1. These noise levels conservatively assume the simultaneous operation of all heavy construction equipment at the same precise location. Modeled heavy construction equipment include dozers, excavators, and concrete saws during the demolition phase, grader, excavators, backhoes, scrapers, and dozer during the grading phase, forklifts, generator, crane, welder, and backhoes during the building construction phase, pavers, paving equipment, rollers during the paving phase, and air compressor during the architectural coating phase. 2. The distance from the center of the project site was calculated by obtaining the shortest distance from the eastern boundary to the western boundary of the project site divided by two (260 feet divided by two). Source: Federal Highway Administration, <i>Roadway Construction Noise Model (RCNM)</i> , 2006 (see <u>Appendix H</u>).	

As previously discussed, the closest sensitive receptors are located adjacent to the project boundary. However, the General Noise Assessment methodology prescribed in the FTA *Transit Noise and Vibration Impact Assessment Manual*, recommends evaluating construction noise from

the center of the site, stating under the variable distance in its construction noise calculation to “assume that all equipment operates at the center of the project.” Construction equipment would be used throughout the project site and would not be concentrated in one single area over an extended period of time. Therefore, the center of the project site represents the average location of the construction equipment activities. As such, the construction noise levels shown in Table 4.13-4 are estimated using the distance from the center of the project site to the property line of the sensitive receptors. The geographical center of the project site is approximately 105 feet from the center of the site to the eastern boundary. As such, the geographic center of the project site is approximately 130 (105 plus 25) feet from the receptors to the east.

As previously stated, construction activities would occur across the entire project site and therefore the estimated noise levels were calculated from the center of the project site. Therefore, as shown in Table 4.13-4, construction noise would range from approximately 65.4 to 78.8 dBA L_{eq} from the center of the project site at 130 feet and would not exceed the recommended exposure limit of 85 dBA averaged over an eight-hour per day. Therefore, impacts would be less than significant.

Furthermore, the project would incorporate Measure PMM-Noise-1(a), (c) through (h), (k), and (o) through (r) included in the 2020-2045 RTP/SCS PEIR to ensure construction equipment is properly maintained, neighboring noise sensitive receptors are alerted prior to activities that may exceed noise levels, temporary noise barriers would be installed, and noise control techniques are installed (i.e., improved mufflers, intake silencers, engine enclosures) on construction equipment. Temporary noise barriers would reduce noise levels by up to 20 dBA, depending on the height, location, and material of the barriers, and noise control techniques would reduce noise levels by up to 5 dBA. Implementation of Measure PMM-Noise-1 would reduce noise levels by up to 25 dBA and further reduce noise impacts. Additionally, pursuant to SBMC Section 10.650.150 (D), *Special Noise Sources – Construction of Buildings and Projects* and the 2020-2045 RTP/SCS PEIR PMM-Noise-1(c), no person adjacent to or within any residential zones may engage in or conduct construction activity between the hours of 8:00 p.m. of one day and 7:00 a.m. of the next, Monday through Sunday. Adherence to the permitted hours of construction is required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. The project would also comply with SBMC Section 12.160 – *Construction Equipment*, to ensure that construction equipment that are not in use are turned off to minimize noise impacts. It should be noted that the proposed project would not require pile driving. Impacts would be less than significant in this regard.

Operations

Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic noise levels, which is barely detectable by the human ear.⁴³ Based on the *Maple Court Mixed Use Project Trip Generation*, prepared by Michael Baker International (dated November 30, 2023), the proposed project is projected to generate 2,578 average daily trips (ADT); refer to Appendix I, Transportation

⁴³ U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed May 24, 2024.

Analysis. Table 4.13-5, *Roadways Average Daily Trips in 2029*, displays the projected 2029 ADT rates with and without the proposed project.

**Table 4.13-5
Roadways Average Daily Trips in 2029**

Roadway Segment	Projected ADT in 2029 without Project	Projected ADT in 2029 with Project	Percent Increase in ADT
Telegraph Road east of South Mills Road	22,900	22,900	0.00%
South Mills Road north of Maple Street	26,700	27,300	2.25%
South Mills Road south of Maple Street	33,700	34,900	3.56%
Maple Street just east of South Mills Road	3,700	5,500	48.65%
Maple Street just west of College Drive	2,800	3,200	14.29%
Maple Street east of College Drive	1,500	1,700	13.33%
College Drive south of Telegraph Road	2,000	2,200	10.00%
Dean Drive between Flower Street and South Ashwood Avenue	2,900	2,900	0.00%

Source: Michael Baker International, *Traffic Study Maple Court Mixed Use Project*, August 12, 2024.

As shown in Table 4.13-5, the proposed project would not double the ADT along surrounding roadways. As such, the increase of 2,578 ADT would not result in the doubling of the projected ADT traffic volumes and thus would not result in a substantial increase in the ambient noise. Therefore, project-related traffic noise impacts would be less than significant.

Stationary Noise Impacts

Stationary noise sources associated with the project would include those typical of urbanized areas (e.g., mechanical equipment and cars parking). These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced at surrounding uses. Further, all stationary noise activities would be required to comply with the Municipal Code, and the California Building Code requirements pertaining to noise attenuation, and 2020-2045 RTP/SCS PEIR PMM NOISE-1(v).

Mechanical Equipment

The project would require heating, ventilation, and air conditioning (HVAC) units for the proposed mixed-use development. HVAC units typically generate noise levels of approximately 66 dBA L_{eq} at 3 feet from the source.⁴⁴ In accordance with 2020-2045 RTP/SCS PEIR PMM NOISE-1(v), the rooftop HVAC units would be located at the center of the proposed buildings and, at their closest distance, would be located approximately 200 feet from the nearest sensitive receptors to the east and north of the project site. HVAC noise levels at this distance would be approximately 40 dBA. Further, consistent with 2020-2045 RTP/SCS PEIR PMM NOISE-1(v), the rooftop HVAC units would be shielded by a six-foot-tall screen. The screen would completely shield the HVAC units and break the line of sight between the HVAC units and the sensitive receptors, which would further attenuate operational noise from the HVAC units by approximately 8 dBA.⁴⁵ Thus, HVAC noise levels would be approximately 32 dBA at the nearest sensitive receptors and would not exceed the City's exterior daytime (50 dBA) and nighttime (45 dBA) noise standards for residential

⁴⁴ Berger, Elliott H., et al., *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.

⁴⁵ Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, January 2006.

uses. Additionally, noise associated with the rooftop HVAC units would be lower than the existing ambient noise level (48.3 dBA) in the project area; refer to [Table 4.13-3](#). Impacts would be less than significant in this regard.

Parking Areas

Traffic associated with parking activities is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-byes may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in [Table 4.13-6](#), *Typical Noise Levels Generated by Parking Lots*.

Table 4.13-6
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}

Source: Kariel, H. G., *Noise in Rural Recreational Environments*, *Canadian Acoustics* 19(5), 3-10, 1991.

As shown in [Table 4.13-6](#), parking activities can result in noise levels up to 61 dBA at a distance of 50 feet. It is noted that parking lot noises are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in [Table 4.13-6](#). The proposed project would construct two mixed-use buildings, each with two levels of parking (ground level and one above-grade parking level). In total, the two buildings would provide up to 500 parking stalls. It should be noted that the parking stalls would be fully enclosed on both the ground levels and above-grade levels. As such, the noise levels from parking activities would not be heard from nearby sensitive receptors (single-family residences and Anacapa Middle School). Additionally, parking lot activities currently exist within the project site and nearby land uses and thus, the project would not introduce a new source of noise. As such, the parking lot activities from the proposed project would not exceed the City's noise standards for noise sensitive properties (i.e., 50 dBA for daytime and 45 dBA for nighttime) and would be lower than the existing ambient noise levels of 48.3 dBA; refer to [Table 4.13-3](#). Impacts would be less than significant.

Outdoor Gathering Areas

The project would include outdoor gathering areas such as outdoor courtyards and rooftop amenity decks; refer to [Exhibit 2-3](#). The outdoor gathering areas of the project have the potential to be accessed by groups of people intermittently for gathering, etc. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.⁴⁶ This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of

⁴⁶ M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.

the crowd members.⁴⁷ Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor gathering areas).

The nearest sensitive receptors would be single-family residential buildings located approximately 56 feet to the east of the closest outdoor gathering area. Therefore, crowd noise at the nearest sensitive receptors would be 37 dBA, which would not exceed the City's noise standards for noise sensitive properties (i.e., 50 dBA for daytime and 45 dBA for nighttime) and would be lower than existing ambient noise levels of 48.3 dBA near the site; refer to [Table 4.13-3](#). As such, the project would be below the limits of the General Plan for exterior noise. Thus, project noise associated with outdoor gathering area would not introduce an intrusive noise source over the existing condition. Furthermore, Assembly Bill 1307, which became effective on September 7, 2023, specifies that the potential effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment for residential projects for purposes of CEQA. Thus, pursuant to both local regulations as well as State law, a less than significant impact would occur in this regard.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage threshold for continuous vibrations at older residential structures of 0.3 inch-per-second (conservatively assuming that the structures are in poor condition). This threshold also conservatively applies to the school building, as the school building is anticipated to be more structurally solid than the residential structures.⁴⁸ The vibration produced by construction equipment is illustrated in [Table 4.13-7, *Typical Vibration Levels for Construction Equipment*](#).

Table 4.13-7
Typical Vibration Levels for Construction Equipment

Equipment	Reference peak particle velocity at 25 feet (inch-per-second)
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozer	0.003
Notes:	

⁴⁷ Ibid.

⁴⁸ Based on the California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual, the school buildings would have a Class II building classification. A Class II designation is defined as, "buildings with foundation walls and floors in concrete, walls in concrete or masonry, stone masonry retaining walls, underground chambers and tunnels with masonry alignments, conduits in loose material."

Equipment	Reference peak particle velocity at 25 feet (inch-per-second)
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$ where: PPV (equip) = the peak particle velocity in inch-per-second of the equipment adjusted for the distance PPV (ref) = the reference vibration level in inch-per-second at 25 feet from Table 18 of the Caltrans <i>Transportation and Construction Vibration Guidance Manual</i> D = the distance from the equipment to the receiver. The typical range of PPV from impact pile drivers.	
Source: California Department of Transportation, <i>Transportation and Construction Vibration Guidance Manual</i> , April 2020.	

The nearest structures from the project site are the single-family residences to the east and the Anacapa Middle School to the north. However, these structures are set back approximately 25 feet from the project site and the associated limits of project construction. It should be noted that there is an abutting structure at the northeastern corner of the project site. However, as this structure is used for vehicle storage, the vibratory analysis utilizes the distance to sensitive receptors (single-family residence) instead. As shown in Table 4.13-7, at the distance of 25 feet, the maximum vibration velocities would be approximately 0.089 inch-per-second PPV, which would not exceed the Caltrans significance threshold for older residential structures (i.e., 0.3 inch-per-second PPV). Therefore, groundborne vibration impacts during project construction would be less than significant.

The proposed project use would not generate operational groundborne vibration that could be felt by surrounding uses. Additionally, the proposed project would not involve railroads or substantial heavy truck operations, and therefore would not result in operational vibration impacts at surrounding uses. A less than significant impact would occur in this regard.

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

No Impact. The nearest airport to the project site is the Oxnard Airport located approximately 5.4 miles to the south. The project site is not located within the Oxnard Airport noise contours.⁴⁹ Additionally, the project site is not located within the vicinity of a private airstrip or related facilities. Therefore, project implementation would not expose people residing or working in the project area to excessive noise levels associated with aircraft. No impacts would occur in this regard.

⁴⁹ Ventura County Transportation Commission, *Airport Comprehensive Land Use Plan for Ventura County Final Report*, July 7, 2000.

4.14 POPULATION AND HOUSING

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM POP-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.
- b) Prioritize the use existing ROWs, wherever feasible.
- c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.
- d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable).
- e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project is developed with office uses and would therefore not displace any existing housing units. As such, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM POP-1 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce impacts to population and housing.

Impact Analysis

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

Less Than Significant Impact. Pursuant to PRC Section 21159.28(a), this Draft SCEA “shall not be required to reference, describe, or discuss (1) growth inducing impacts.” Accordingly, this analysis is not required to discuss project-related induced (indirect or direct) population growth. Regardless, the following analysis discusses the project’s consistency with regional growth projections and is provided for informational purposes only.

The proposed mixed-use development would redevelop an existing office complex. During the construction phase of the project, new temporary construction jobs would be created; however, given the temporary nature of the construction process and limited duration of construction, it is not anticipated that construction employees would relocate to the project area.

The project would include development of 350 multifamily residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses. The City has an existing population of 107,341 residents, approximately 45,150 housing units, and a housing vacancy rate of 5.8 percent, as of January 1, 2023.⁵⁰ The number of persons per household in the City is 2.47.⁵¹ Given these factors, the 350 residential units associated with the project are projected to result in up to 865 persons living within the project site. This would represent a 0.8 percent increase in the January 2023 Citywide population, for a total population of 108,206 persons. Additionally, the population increase associated with the proposed project would only represent approximately five percent of the total City growth forecast for the year 2045, as identified in the SCAG 2020-2045 RTP/SCS’s growth forecast by jurisdiction adopted by SCAG in September 2020. As such, the project’s share of forecasted growth is not considered significant. Further, the proposed commercial component would create approximately 10 jobs based on an employment generation rate of 450 square feet per employee for commercial use.⁵² This number is nominal compared to the 10,900 increase in jobs projected by the SCAG 2020-2045 RTP/SCS by the year 2045.^{53,54} Overall, growth associated with the proposed project is not “unplanned growth” since it is consistent with jobs and growth projections under the General Plan and SCAG 2020-2045 RTP/SCS. Further, as discussed in [Section 4.11, *Land Use and Planning*](#), the proposed project is consistent with the project site’s General Plan land use and zoning designations and thus is consistent with the City’s long-range plan for growth and development in the City.

The project does not propose improvements that would result in substantial changes to the City’s circulation system. Therefore, project-related infrastructure improvements would not increase

⁵⁰ California Department of Finance, *Table 2: E-5 City/County Population and Housing Estimates*, January 1, 2023.

⁵¹ Ibid.

⁵² Stanley R. Hoffman Associates, Inc., *Economic Base Analysis*, 2019, October 11, 2019.

⁵³ Southern California Association of Governments, *Connect SoCal, Demographics and Growth Forecast Technical Report*, September 3, 2020.

⁵⁴ Employment Development Department, *Monthly Labor Force Data for Cities and Census Designated Places (CDP)*, April 2024 (Preliminary), May 17, 2024.

capacity or provide new access to any adjacent areas that could induce additional development outside of the project site.

Finally, as described in Section 2.0, *Project Description*, the City's Regional Housing Need Allocation (RHNA) share is 5,312 units. The proposed 350 units of market-rate and affordable apartments would assist the City in reaching the housing development targets set by SCAG. As such, the project would not induce substantial unplanned population growth in an area, either directly or indirectly, and impacts would be less than significant.

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

No Impact. The proposed mixed-use development would redevelop an existing office complex, thereby providing infill development consistent with goals and objectives of the General Plan. No people or housing would be displaced as a result of project implementation. As such, the project has no potential to displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere, and no impact would occur in this regard.

4.15 PUBLIC SERVICES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?		✓		
ii) Police protection?		✓		
iii) Schools?			✓	
iv) Parks?			✓	
v) Other public facilities?			✓	

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM PSP-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description.
- Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.
- Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.

Feasibility to Incorporate into the Project: Feasible.

As analyzed below, the project's future residential population and employment generation would not exceed the General Plan or SCAG growth projections, and would therefore not require the provision of new or physically altered emergency response facilities. The project also does not propose any new or physically altered emergency response facilities. As such, the project would not result in adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. Per the SBMC, and consistent with 2020-2045 RTP/SCS PEIR PMM PSP-1(a) all proposed buildings would be designed in accordance with the City's adopted California Building Code, California Residential Code, California Green Building Code, California Electric Code, California Plumbing and Mechanical Codes, California Fire Code, and all other applicable SBMC regulations and final plans would be reviewed by the fire department to ensure compliance with existing emergency access and building regulations and standards. Although the transportation level of service threshold of significance has been replaced by vehicle miles traveled, consistent with 2020-2045 RTP/SCS PEIR PMM PSP-1(b), the project would provide or contribute towards infrastructure improvements, as appropriate and applicable, to mitigate CEQA impacts. Additionally, consistent with 2020-2045 RTP/SCS PEIR PMM PSP-1(c) the project would implement 2020-2045 RTP/SCS PEIR PMM TRA-2 to ensure continued emergency access during the temporary construction phase. Refer to 2020-2045 RTP/SCS PEIR PMM TRA-2 in Section 4.17, *Transportation*.

PMM PSS-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project's future residential population and employment generation would not exceed the General Plan or SCAG growth projections, and would therefore not require the provision of new or physically altered school facilities. The project also does not propose any new or physically altered school facilities. As such, the project would not result in adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives. Per Government Code 65995(b), the project would be required to pay development fees in order to mitigate any impacts to school services. Therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM PSS-1 because there are no applicable environmental impacts to mitigate.

PMM PSL-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures substantial adverse effects of constructing new or physically altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, while the project's future residential population and employment generation would not exceed the General Plan or SCAG growth projections, and would therefore not require the provision of new or physically altered library facilities. The project also does not propose any new or physically altered library facilities. Additionally, the City does not collect development fees to mitigate impacts to library services. As such, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM PSL-1 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

PS-1(a) North Avenue and Western Cañada Larga Expansion Areas. The following action shall be added to the 2005 General Plan if any land use scenario that includes possible future development of the North Avenue expansion area or the Western Cañada Larga expansion area is adopted:

- Add a fire station in the North Avenue area as determined necessary by the Ventura Fire Department. Consider an assessment district for the North Avenue area to fund a new station.

Feasibility to Incorporate into the Project: Not Feasible.

The project site is located within the Pacific View Mall district; the project site is not located within the North Avenue or Western Cañada Larga expansion areas. Therefore, it is not feasible to implement General Plan EIR Mitigation Measure PS-1(a) because there are no applicable environmental impacts to mitigate.

PS-1(b) Poinsettia Expansion Area. The following action shall be added to the 2005 General Plan if any land use scenario that includes possible future development of the Poinsettia expansion area is adopted:

- Include a fire station site in any future specific plan for the Poinsettia expansion area if determined necessary by the Ventura Fire Department.

Feasibility to Incorporate into the Project: Not Feasible.

The project site is located within the Pacific View Mall district; the project site is not located within the Poinsettia expansion area. Therefore, it is not feasible to implement General Plan EIR Mitigation Measure PS-1(b) because there are no applicable environmental impacts to mitigate.

PS-2 Police Protection Services. The following actions shall be added to the 2005 General Plan:

- Establish a new Downtown storefront to meet the needs of the growing Downtown population.
- Expand the Police Department headquarters as necessary to accommodate staff growth.

Feasibility to Incorporate into the Project: Not Feasible.

The project site is located within the Pacific View Mall district; the project site is not located within the Downtown expansion area. Further, as analyzed below, the project's future residential population and employment generation would not exceed the General Plan or SCAG growth projections, and would therefore not require the provision of new or physically altered police protection service facilities. The project also does not propose any new or physically altered police protection service facilities. Therefore, it is not feasible to implement General Plan EIR Mitigation Measure PS-2 because there are no applicable environmental impacts to mitigate.

MM-PS-3(a) School Coordination. The following action should be added to the 2005 General Plan:

- Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.

Feasibility to Incorporate into the Project: Not Feasible.

This is not project-level mitigation measure, but rather a City programmatic measure. Nonetheless, as analyzed below, the project's future residential population and employment generation would not exceed the General Plan or SCAG growth projections, and would therefore not require the provision of new or physically altered school facilities. The project also does not propose any new or physically altered school facilities. Further, per Government Code 65995(b), the project would be required to pay development fees in order to mitigate any impacts to school services. Therefore, it is not feasible to implement General Plan EIR Mitigation Measure PS-3(a) because there are no applicable environmental impacts to mitigate.

MM-PS-3(b) Expansion Area Schools. The following action should be added to the 2005 General Plan if any land use scenario that includes an expansion area is adopted:

- Require expansion area specific plans to be prepared in coordination with the Ventura Unified School District and set aside land needed for new school facilities.

Feasibility to Incorporate into the Project: Not Feasible.

This is not project-level mitigation measure, but rather a City programmatic measure. Further, the proposed development project does not propose a Specific Plan, and is not located within a Specific Plan area. Nonetheless, as analyzed below, the project's future residential population and employment generation would not exceed the General Plan or SCAG growth projections, and would therefore not require the provision of new or physically altered school facilities. Further, per Government Code 65995(b), the project would be required to pay development fees in order to mitigate any impacts to school services. The project also does not propose any new or physically altered school facilities. Therefore, it is not feasible to implement General Plan EIR Mitigation Measure PS-3(b) because there are no applicable environmental impacts to mitigate.

Impact Analysis

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

i) **Fire Protection?**

Less Than Significant Impact With Mitigation Incorporated. The Ventura City Fire Department (Fire Department) provides fire protection and emergency response services to the City. There are six fire stations within the City's limits, all of which are equipped with an engine company and a minimum of three firefighter-paramedics on duty at any given time. The emergency response time standard for the Fire Department is five minutes.⁵⁵ The nearest station to the project site is Ventura Fire Station 5, located at 4225 East Main Street, approximately 0.65 miles southeast of the project site.

The project would not induce unplanned population growth as it would be consistent with General Plan designation and zoning for the site; refer to Section 4.11, *Land Use and Planning*. Thus, the project would not create a substantial demand for fire protection services or require the construction of new fire protection facilities.

Further, consistent with 2020-2045 RTP/SCS PEIR PMM PSP-1(a), the overall project design would be subject to compliance with the fire prevention requirements set forth in the latest California Fire Code (CFC), California Building Standards Code, and the SBMC, Division 12 *Building and Construction Regulations* and Division 14 *Fire and Hazardous Material Regulations*. Additionally, final design plans would be reviewed by the fire department to ensure compliance with existing emergency access and building regulations and standards. Further, consistent with 2020-2045 RTP/SCS PEIR PMM PSP-1(c), the project would include 2020-2045 RTP/SCS PEIR PMM TRA-2 to ensure continued emergency access during the temporary construction phase. As such, with implementation of existing local and State regulations, General Plan actions, and 2020-2045 RTP/SCS PEIR PMM TRA-2, impacts would be reduced to less than significant levels. Refer to 2020-2045 RTP/SCS PEIR PMM TRA-2 in Section 4.17, *Transportation*.

ii) **Police Protection?**

Less Than Significant Impact With Mitigation Incorporated. The Ventura Police Department (VPD) provides police protection services to the City. The VPD currently employs 189 full-time staff members; 140 of which are sworn officers and 49 are full-time professional staff.⁵⁶ On average, the VPD processes over 83,000 calls for service a year.⁵⁷ The VPD response time standard for priority one calls (emergencies and in progress crimes) is five minutes.⁵⁸ The City is divided into four Police Beats, or areas of responsibility, and the project site is located in Beat 3.⁵⁹

⁵⁵ City of Ventura, *Fire Stations*, <https://www.cityofventura.ca.gov/1654/Fire-Stations>, accessed March 9, 2024.

⁵⁶ City of Ventura Police Department, *About The VPD*, <https://www.cityofventura.ca.gov/950/About-The-VPD>, accessed March 9, 2024.

⁵⁷ Ibid.

⁵⁸ City of Ventura Police Department, *Strategic Plan Measures*, <https://www.cityofventura.ca.gov/1053/Strategic-Plan>, accessed March 9, 2024.

⁵⁹ City of Ventura GIS, *Ventura Police CFS Website*, <https://www.cityofventura.ca.gov/958/Beat-Maps-Coordination>, accessed March 9, 2024.

The nearest police station is the Ventura Police Department located at 1425 Dowell Drive, approximately 1.35-mile southeast of the project site.

As discussed in Response 4.15 (a)(1) above, the proposed project is consistent with land uses designated for the site and would not induce unplanned population growth. Thus, implementation of the project would not substantially increase demand for police protection services provided by the VPD or require construction of new police protection facilities. In addition, consistent with 2020-2045 RTP/SCS PEIR PMM PSP-1(a), the project would be subject to site plan review by the City prior to project approval to ensure that it meets City requirements in regard to safety (e.g., nighttime security lighting). Further, the project would include 2020-2045 RTP/SCS PEIR PMM TRA-2, consistent with 2020-2045 RTP/SCS PEIR PMM PSP-1(c), to ensure continued emergency access during the temporary construction phase. As such, with implementation of 2020-2045 RTP/SCS PEIR PMM TRA-2, impacts would be reduced to less than significant levels. Refer to 2020-2045 RTP/SCS PEIR PMM TRA-2 in Section 4.17.

iii) **Schools?**

Less Than Significant Impact. The Ventura Unified School District (VUSD) provides public school education to the project area. The project area is served by the Elmhurst Elementary School, located at 5080 Elmhurst Street, approximately one mile east of the project site; the Anacapa Middle School, located at 100 South Mills Road, immediately north of the project site; and the Ventura High School, located at 2 North Catalina Street, approximately 1.15 miles northwest.⁶⁰

The project proposes to construct a new mixed-use residential and commercial development, which would result in 350 new residential units. VUSD forecasts student generation for all new residential development at the following rates:⁶¹

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

Using the above generation rates, the proposed project would generate approximately 77 new elementary school students, 32 middle school students, and 39 high school students. The City determined that, without updates and expansion to existing infrastructure, VUSD lacks the capacity to accommodate future student enrollment, with or without the addition of new students resulting from forecasted residential development.⁶² However, the Board of Education adopted the *Long Range Facilities Master Plan 2020-2023* on April 28, 2020, which established a list of priority projects for VUSD, and the City passed Measure E, a \$434.5 million general obligation bond program, in November 2022. Both milestones address the need for VUSD facilities modernization and renovation. So far, VUSD has hired staff to implement the bond, installed new fencing at Loma Vista Elementary, and completed updates at the Ventura High School pool. Future projects include modular building development, HVAC upgrades, playground replacements, roofing repairs, security fencing installation, solar lighting installation, sports facilities upgrades, and general technology upgrades at various VUSD schools.⁶³

⁶⁰ Ventura Unified School District, *My School Locator*, <https://locator.decisioninsite.com/?StudyID=196118>, accessed March 9, 2024.

⁶¹ Rincon Consultants, Inc. *Cairns Subdivision, Draft Initial Study/Mitigated Negative Declaration (PROJ-12960)*, April 2020.

⁶² Schoolhouse Services, *Education Code Section 17620, Fees Justification, Required for Level 1 Fees*, November 2017.

⁶³ Ventura Unified School District, *Measure E*, <https://www.venturausd.org/about/measure-e>, accessed June 4, 2024.

Similar to other residential development, the proposed project would be required to comply with Senate Bill (SB) 50 requirements, which allow school districts to collect impact fees from developers. According to Section 65995(b) of the California Government Code, payment of statutory fees is considered full mitigation for new development projects. Further, the proposed project is not anticipated to generate unplanned population growth resulting in substantial increased attendance at the local schools serving the project area; refer to [Section 4.14](#). The project is consistent with designated land uses for the site and would not substantially increase the need for school facilities beyond what the City has projected. Thus, it is not anticipated that the proposed project would result in substantial demand for school services or require the construction of new school facilities. Upon payment of required fees by the project Applicant consistent with existing State requirements, impacts in this regard would be less than significant.

iv) Parks?

Less Than Significant Impact. Project recreational impacts including impacts related to public parks is analyzed in [Section 4.16, Recreation](#).

v) Other Public Facilities?

Less Than Significant Impact. The City of Ventura has three public libraries, including the Hill Road Library, the E.P. Foster Library, and the Avenue Library, all administered and staffed by the larger Ventura County Library System. The nearest library to the project site is the Hill Road Library, located approximately 2.15 miles southeast of the site at 1070 South Hill Road.

As the proposed project would not result in any unplanned growth, the project's increase in demand for other public facilities, such as libraries, would not be substantial. As such, impacts would be less than significant in this regard.

4.16 RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM REC-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.
- b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:
 - i. Increasing the accessibility to natural areas for outdoor recreation.
 - ii. Utilizing “green” development techniques.
 - iii. Promoting water-efficient land use and development.
 - iv. Encouraging multiple uses, such as the joint use of schools.
 - v. Including trail systems and trail segments in General Plan recreation standards.

Feasibility to Incorporate into the Project: Not Feasible.

As described below, the project proposes on-site public outdoor community space and private recreational facilities, which would offset the potential substantive increase in use of existing recreational facilities; further, the construction of these on-site facilities would not have significant environmental impacts, as analyzed through the analyses presented throughout this document.

Further, pursuant to the State's Quimby Act and Section 4.230 of the SBMC, the project Applicant would be required to pay in-lieu fees to the City for recreational facilities. As such, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM REC-1 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce impacts related to recreation.

Impact Analysis

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less Than Significant Impact. The City of Ventura's recreational facilities include 46 City parks, a linear park system, beaches, special recreation facilities and programs, community-wide activities, and senior services.⁶⁴ Special use facilities include, but are not limited to two golf courses, the Seaside Wilderness Park, the Olivas Adobe Historical Park, and the Albinger Archaeological Museum. Though not owned by the City, seven miles of waterfront beach line the western boundary of the City. Other non-City facilities include the County Fairgrounds and the Saticoy Regional Golf Course, as well as athletic amenities owned by the Ventura Unified School District and Ventura College but open to the public. City parks include small, community-serving neighborhood parks, large service area parks with amenities for passive and active recreation as well as public service buildings, and linear greenways around the perimeter of the City that preserve public access and vistas. The City operates more than 800 acres of park facilities, or about 8 acres per 100,000 residents. The development of parks is funded through various fee programs on new development in the City. Quimby fees are charged on all single family and condominium developments. While the City is facing a parkland deficit, dedication of parkland for new development and continued collection of required park fees on new development would allow the City to address increased demand for parks associated with population growth.

Future residents of the proposed project may increase demands on public parks, recreational facilities, and recreational programs at nearby parks. However, the project proposes public outdoor community space, including a pedestrian paseo, gardens, seating areas, and a dog run, and private on-site recreational amenities including pool courtyards, a work from home garden, an entertainment terrace with kitchen amenities and dining space, and community gardens. Play areas and games would be provided within these spaces for additional recreational opportunities. Considering the proposed on-site open space and recreational amenities, the increased use of existing local and regional public park facilities and potential increased participation in recreational programs are not anticipated to result in a substantial deterioration of existing facilities. The project Applicant would also be required to pay park impact fees per Section 4.230 of the SBMC and the Quimby Act, which provides funding for the expansion of park and recreation center assets in the City to serve new residential development. Impacts would be less than significant in this regard.

⁶⁴ City of Ventura, *Parks Division*, <https://www.cityofventura.ca.gov/1703/Parks>, accessed March 9, 2024.

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

Less Than Significant Impact. The project proposes public outdoor community space, including a pedestrian paseo, gardens, seating areas, and a dog run, and private on-site recreational amenities including pool courtyards, a work from home garden, an entertainment terrace with kitchen amenities and dining space, and community gardens. The physical impacts resulting from the construction of these facilities have been addressed through the analyses presented throughout this document. Further, the project would pay park impact fees per Section 4.230 of the SBMC and the Quimby Act. Impacts would be less than significant, and no additional mitigation is required.

4.17 TRANSPORTATION

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM TRA-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways:
 - include TDM mitigation requirements for new developments;
 - incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;
 - provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;
 - implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;
 - develop TDM-specific performance measures to evaluate project-specific and system-wide performance;
 - incorporate TDM performance measures in the decision-making process for identifying transportation investments;

- implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and
- set aside funding for TDM initiatives.
- The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project would not result in adverse effects related to transportation-related impacts as it meets the City's low Vehicle Miles Traveled (VMT) and Transportation Priority Area (TPA) screening criteria, and therefore has been screened from further VMT analysis. Transportation-related impacts would be less than significant. As such, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM TRA-1 because there are no applicable environmental impacts to mitigate.

PMM TRA-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:
 - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
 - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
 - Scheduling of truck trips outside of peak morning and evening commute hours.
 - Limiting of lane closures during peak hours to the extent possible.
 - Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
 - Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.

- Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
- Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
- Storage of construction materials only in designated areas.
- Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
- Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.
- Enhance emergency preparedness awareness among public agencies and with the public at large.

Feasibility to Incorporate into the Project: Feasible.

As analyzed below, the proposed project would result in construction activities that could temporarily encroach on local roadways as a result of partial lane closures. This could affect emergency response times or evacuation routes. As such, the project would include 2020-2045 RTP/SCS PEIR PMM TRA-2 to ensure continued emergency access during the temporary construction phase. Therefore, 2020-2045 RTP/SCS PEIR PMM TRA-2 can be feasibly incorporated into the project.

General Plan EIR Mitigation Measures

TC-1 Additional Circulation Actions. The following actions shall be added to the 2005 General Plan to ensure that traffic impacts of future developments are addressed and mitigated:

- Require project proponents to analyze traffic impacts and implement mitigation as appropriate prior to development. Depending upon the nature of the impacts and improvements needed, mitigation may either consist of implementing needed physical improvements, contributing “fair share” fee toward implementation of needed improvements, or some combination thereof.
- Update the traffic mitigation fee program to fund necessary citywide circulation and mobility system improvements needed in conjunction with new development.

Feasibility to Incorporate into the Project: Feasible.

A CEQA Transportation Impact Screening (consistent with General Plan EIR Mitigation Measure TC-1) was conducted as part of the Transportation Analysis (refer to [Appendix I, *Transportation Analysis*](#)). As analyzed below, compliance with 2020-2045 RTP/SCS PEIR PMM TRA-2, which would implement traffic control measures during construction in order to maintain emergency vehicle access and circulation, would reduce the project's impacts on transportation to less than significant. Therefore, General Plan EIR Mitigation Measure TC-1 can be feasibly incorporated into the project.

Impact Analysis

The information presented in this analysis is based on and supplemented with the *CEQA Transportation Impact Screening Checklist, Project 22-0237: 290 Maple Court* (CEQA Transportation Impact Screening Checklist), prepared by the City of Ventura Department of Public Works on August 13, 2014, and the *Maple Court Mixed Use Project Trip Generation Technical Memorandum* (Trip Generation Memorandum), prepared by Michael Baker International, dated November 30, 2023; refer to [Appendix I, *Transportation Analysis*](#).

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

Less Than Significant Impact. Chapter 4, *Our Accessible Community*, of the General Plan outlines the City's integrated mobility system. This chapter of the General Plan indicates that the mobility system needs to provide residents with more transportation options by strengthening and balancing bicycle, pedestrian and transit opportunities in the City and surrounding region. The following policies, accompanying actions, and the *Roadway Classification Plan* of the General Plan guide and direct long-term planning in the City:

- Policy 4A – Ensure that the transportation system is safe and easily accessible to all travelers.
- Policy 4B – Help reduce dependence on the automobile.
- Policy 4C – Increase transit efficiency and options.
- Policy 4D – Protect views along scenic routes.

The project site is served by a network of regional transportation facilities providing connectivity to the larger Ventura County and southern California areas. Primary regional access is provided by U.S. 101, which travels northwest-southeast through the center of the City, and SR-126, which travels east-west through the City; the two highways intersect 0.3-mile south of the project site. Local access is provided by South Mills Road, a north-south secondary arterial located approximately 0.05-mile to the west, and Telegraph Road, an east-west secondary arterial located approximate 0.15-mile to the north. Vehicular access to the site is provided by Maple Court, an existing public street that terminates in a cul-de-sac in the northern portion of the site, and which intersects with Maple Street bordering the site's southern boundary. Vehicular access is also provided by an existing driveway along Maple Street at the southeastern portion of the project site. Within the project vicinity, regional bus services provided by the VCTC have routes that run along U.S. 101 and SR-126, and local bus services provided by GCTD have routes that run along Telegraph Road (Lines 6, 10, and 21) and South Mills Road (Line 11). Maple Street is improved with a Class 3 Bike Route, which is an on-street bicycle route within the roadway, designated by signs. Telegraph Road is improved with a Class 2 Bike Lane, which is an on-street, separated bicycle lane; the two bicycle facilities share connect at South Ashwood Avenue,

a designated Class 2 Bike Lane located approximately 0.35-mile east of the project site.⁶⁵ Maple Court, Maple Street, South Mills Road, and Telegraph Road are all improved with sidewalks on both sides of the roadways.

The project would develop a mixed-use development consisting of two buildings containing up to 350 residential units, up to 4,850 square feet of ground-floor neighborhood-serving commercial uses, and associated parking, open space, and landscaping improvements. The project has been designed to maximize walkability and encourage day-to-day interaction within the community. Ground-floor outdoor community spaces would include a pedestrian paseo, gardens, and seating areas, and would interact with ground-floor commercial uses. The public outdoor spaces between Buildings 1 and 2 (the pedestrian paseo) and at the corner of Maple Court and Maple Street would create areas for community members to gather and socialize. Pedestrian access to the site is provided from existing sidewalks along Maple Street and Maple Court, which would connect to the proposed pedestrian paseo. On-site parking would be split between two garages, one within each building, for a total of approximately 500 vehicle spaces for residents and guests, including 25 EV charging stations, 14 ADA-compliant spaces, and approximately 70 bicycle parking spaces. As such, the proposed project would be consistent with the applicable policies of the General Plan. Policy 4D is not applicable to the proposed project; refer to Section 4.1, *Aesthetics*.

The project site is located within a SCAG-designated HQTa and Job Center. The project site is located within 0.5-mile of Telegraph Road, which the 2020-2045 RTP/SCS identifies as a future HQTc based on proposed service levels of the Line 6 bus route operated by GCTD. Furthermore, GCTD and VCTC staff have confirmed that Telegraph Road currently qualifies as an HQTc due to the “family” of related bus lines (GCTD Lines 6, 10, and 21) that all travel along this corridor and collectively providing service intervals of less than 15 minutes during the morning and afternoon peak commute periods, consistent with the HQTa/HQTc methodology authorized by the 2020-2045 RTP/SCS.^{66 67} As detailed in Section 3.0, *Sustainable Communities Environmental Assessment Eligibility*, the project supports multiple goals and objectives in the 2020-2045 RTP/SCS. Notably, the project is consistent with the SCS strategies related to land use patterns, which include “Focus Growth Near Destinations and Mobility Options” and, though not specifically intended for individual development projects, “Promote Diverse Housing Choices.” In addition, as discussed in Section 4.14, *Population and Housing*, the project would be consistent with SCAG’s forecasted population and housing growth for the City. Overall, the project is consistent with the land use designation, density, and building intensity criteria described in the 2020-2045 RTP/SCS. As such, the project would not conflict with a program, plan, ordinance, or policy related to transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant in this regard.

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

Less Than Significant Impact. According to the City’s CEQA Transportation Impact Screening Checklist, a project may be screened out of full VMT analysis and presumed to have a less than significant transportation impact if it meets certain criteria within the checklist, which is based on the Office of Planning and Research (OPR) recommendations.

⁶⁵ Ventura County Transportation Commission, *Regional Bike Map*, <https://www.goventura.org/getting-around/bike-map/>, accessed May 24, 2024.

⁶⁶ July 8, 2022, telephone conversation with Matt Miller, Planning Manager, Gold Coast Transit District.

⁶⁷ August 5, 2024, email correspondence from Caitlin Brooks, Program Manager, Ventura County Transportation Commission.

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact. In addition, other employment-related and mixed-use land use projects may be screened out if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. Low VMT-generating areas are those that have 15 percent lower VMT than the baseline VMT. To develop these screening maps, a travel forecasting model was used to measure VMT performance for individual traffic analysis zones (TAZs) based on land use type. Home-based VMT per resident and home-based-work VMT per employee were estimated for each TAZ are shown on the VCTC Model website. Based on the CEQA Transportation Impact Screening Checklist, the project site is in a low VMT TAZ; the screening threshold is 14.01 VMT per population and the project-specific TAZ has a home-based VMT per population of 5.3. As such, the project would meet this screening criteria.

Further, projects located within a TPA may be presumed to have a less than significant VMT impact. Based on the CEQA Transportation Impact Screening Checklist, the project site is within 0.5-mile of the Ventura Bus Transfer Center, which has at least two or more major bus routes combined (GCTD and VCTC) that provide less than 15 minute headways during the morning and afternoon peak commute periods and therefore meets the definition of a major transit stop. As such, the project is located within a TPA and would also meet this screening criteria.

Therefore, the project can be screened from further VMT analysis and is presumed to have a less than significant VMT impact.

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

Less Than Significant Impact. Under existing conditions, vehicular access to the site is provided from an ingress/egress driveway along Maple Street at the southeast corner of the project site and four ingress/egress driveways along Maple Court. However, all roadway improvements proposed by the project would be constructed based on City design standards, and as such no hazards due to geometric design would occur in this regard. At project completion, Maple Court would continue to provide vehicular access to the site; refer to Exhibit 2-3, Conceptual Site Plan. From Maple Court, entrance to the parking garage in Building 2 would occur on the east side of the drive (west side of Building 2). From the Maple Court cul-de-sac, a new internal driveway would provide access to the northwestern boundary of the site and the Building 1 parking garage (west side of Building 1). The internal driveway would transition to an emergency vehicle access road north of the Building 1 parking garage entrance. The internal emergency vehicle access road would circle the site perimeter to the northwest, north, and east. A second emergency vehicle access ingress/egress driveway is proposed along Maple Street, at the southeast corner of the site from Maple Street. Loading access would be available at the southwest corner of Building 2. The proposed internal circulation system and driveways would be required to comply with the City of Ventura Public Works Department's *Engineering Design Standards* (February 2023), specifically Section 4, *Site Design*. The project would not generate incompatible uses of area roadways, such as large farm equipment, which could impair circulation or safety on area roads. Therefore, the project would not substantially increase hazards due to a design feature or incompatible uses, and less than significant impacts would occur.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact With Mitigation Incorporated. The proposed project would result in construction activities that could temporarily affect roadways as a result of partial lane closures. Specifically, the project would require partial lane closures along Maple Street and Maple Court to construct access improvements required for the project. This could affect emergency response times or evacuation routes. Additionally, the proposed project would increase the number of people who may need to evacuate the project area in the event of an emergency. However, all roadway improvements proposed by the project would be constructed based on City design standards. The project would also comply with the Ventura Fire Department's (VFD) requirements pertaining to access/egress to ensure adequate emergency access; refer to Exhibit 2-3. The project would also be subject to the policies of the VFD Standardized Emergency Management System (SEMS) Multi-hazard Functional Response Plan. Further, adherence to 2020-2045 RTP/SCS PEIR PMM TRA-2 would ensure continued emergency access during the temporary construction phase. With implementation of 2020-2045 RTP/SCS PEIR PMM TRA-2, impacts would be less than significant in this regard.

4.18 TRIBAL CULTURAL RESOURCES

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM TCR-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;
- Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.

Feasibility to Incorporate into the Project: Feasible.

As analyzed below, although there is little potential for the project to result in impacts to previously-unknown tribal cultural resources (due to the highly disturbed nature of the project site), the project would be subject to 2020-2045 RTP/SCS PEIR PMM TCR-1. Specifically, if previously-unknown tribal cultural resources are discovered on site, measures would be taken to avoid and preserve the resource, as applicable and feasible, treating the resource with culturally appropriate dignity.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce tribal cultural resource impacts.

Impact Analysis

The information presented in this analysis is based on and supplemented with the *255, 260, and 290 Maple Court Ventura, California Cultural Resources Technical Report* (Cultural Report) prepared by Chronicle Heritage, LLC, dated January 16, 2024; and the *Invitation to begin Assembly Bill 52 Consultation on the 255-290 Maple Court Mixed-Use Project, Ventura, California* (AB 52 Tribal Consultation Request Letters and Correspondences) prepared by the City of Ventura, dated October 2, 2023 refer to Appendix D, Cultural Report, and Appendix J, AB 52 Tribal Consultation Request Letters and Correspondences.

In 2014, the governor of California approved Assembly Bill 52 (AB 52), which expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB 52 also defines a new category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. The bill requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

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

No Impact. As discussed in Response 4.5(a), there are no historical resources meeting the definition of Public Resources Code section 5020.1(k) on-site. No impacts would occur in this regard.

- ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less Than Significant Impact With Mitigation Incorporated. In accordance with AB 52, the City distributed letters on October 11, 2023, to 20 Native American tribes notifying each tribe of the opportunity to consult with the City regarding the proposed project. The tribes had 30 days to respond to the City's request for consultation. On October 18, 2023, the Santa Ynez Band of Chumash Indians responded that no consultation would be required. No other tribes responded to the City's notification under AB 52.

Due to the disturbed nature of the site and since there are no known tribal cultural resources that occur on-site, it is unlikely that tribal cultural resources would be encountered during ground-disturbing activities; however, in the unlikely event that previously-unknown tribal cultural resources are discovered during project construction activities, incorporation of 2020-2045 RTP/SCS PEIR PMM TCR-1 would ensure potential impacts are reduced to less than significant levels.

4.19 UTILITIES AND SERVICE SYSTEMS

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM USSW-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:

- Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
- Inclusion of a waste management plan that promotes maximum C&D diversion.
- Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).
- Reuse of existing structure and shell in renovation projects.
- Development of indoor recycling program and space.

- f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.
- g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.
- h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.
- i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.
- j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.
- k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
- l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.
- m) Provide education and publicity about reducing waste and available recycling services.
- n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

Feasibility to Incorporate to the Project: Not Feasible.

As analyzed below, the project would comply with all applicable federal, State, and local management and reduction statutes and regulations related to solid waste; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM-USSW-2 because there are no applicable environmental impacts to mitigate.

PMM USSW-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether

sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project would ensure that there is sufficient wastewater infrastructure capacity to serve the proposed project; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM USWW-1 because there are no applicable environmental impacts to mitigate.

PMM USWS-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
- b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.
- c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.
- d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, following the upsizing of existing water infrastructure off-site, existing water infrastructure/supplies would be sufficient to meet the demands of the project, and the project proposes to utilize water conservation and use reduction strategies; therefore, it is not feasible to

implement 2020-2045 RTP/SCS PEIR PMM USWS-1 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

PS-5 Solid Waste Disposal Facilities. The following actions shall be added to the 2005 General Plan:

- Coordinate with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, or develop alternative means of disposing of solid waste that will provide sufficient capacity for waste generated in the City.
- Develop incentives for new residences and businesses to incorporate recycling and waste diversion practices using guidelines provided by the Environmental Services Office.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project would comply with all applicable federal, State, and local management and reduction statutes and regulations related to solid waste and the project impacts would be less than significant. Therefore, it is not feasible to implement General Plan EIR Mitigation Measure PS-5 because there are no applicable environmental impacts to mitigate.

U-1 Water System Analysis. The following actions shall be added to the 2005 General Plan:

- Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements for the proposed development in order to determine if there are any system deficiencies or needed improvements for the proposed development.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, following the upsizing of existing water infrastructure off-site, existing water infrastructure/supplies would be sufficient to meet the demands of the project, and the project proposes to utilize water conservation and use reduction strategies. Therefore, it is not feasible to implement General Plan EIR Mitigation Measure U-1 because there are no applicable environmental impacts to mitigate.

U-2(a) Sewer System Analysis. The following actions shall be added to the 2005 General Plan:

- Require project proponents to conduct sewer collection system analysis to determine if downstream facilities are adequate to handle the proposed development.

Feasibility to Incorporate into the Project: Not Feasible.

The project proposes new six-inch sewer lines for each building, which would connect to the existing lines. As analyzed below, the *Hydraulic Analysis Report for the Maple Court Development* (Sewer Analysis) prepared for the project determined that existing facilities would remain below

the maximum peak flow depth to pipeline diameter even with the increased flow from the proposed project. Further, pursuant to Section 22.210.030, *Sewer connection fee*, of the SBMC, the project Applicant would pay all applicable connection fees prior to connecting to City utilities. As such, the project would ensure that there is sufficient wastewater infrastructure capacity to serve the proposed project. Therefore, it is not feasible to implement General Plan EIR Mitigation Measure U-2(a) because there are no applicable environmental impacts to mitigate.

U-2(b) Ojai Valley Sanitary District Capacity. The following actions shall be added to the 2005 General Plan if Scenario 5 or any other scenario includes both the North Avenue and Western Cañada Larga expansion areas is selected:

- Allow development within the North Avenue expansion area or Western Cañada Larga expansion only when the Ojai Valley Sanitary District has adequate treatment capacity for projected wastewater flows or other mitigation is approved by the City Engineer.

Feasibility to Incorporate into the Project: Not Feasible.

The project site is located within the Pacific View Mall district; the project site is not located within the North Avenue or Western Cañada Larga expansion areas. Therefore, it is not feasible to implement General Plan EIR Mitigation Measure U-2(b) because there are no applicable environmental impacts to mitigate.

Impact Analysis

The information presented in this analysis is based on and supplemented with the *Water Analysis Review – Maple Court Development*, APN: 079-425, 079-0-101-445 and 079-0-101-455 (Water Analysis), prepared by the MKN & Associates, Inc., dated January 18, 2024, and the *Hydraulic Analysis Report for the Maple Court Development* (Sewer Analysis), prepared by Carollo Engineers, Inc., dated January 5, 2024; refer to Appendix K, *Water and Sewer Reports*.

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

Less Than Significant Impact. The project would develop a mixed-use development consisting of two buildings containing up to 350 residential units, up to 4,850 square feet of ground-floor neighborhood-serving commercial uses, and associated parking, open space, and landscaping improvements. On-site utility infrastructure necessary to serve the project, including water, sanitary sewer, drainage, storm water runoff treatment facilities, and dry utilities, would be installed and connected to the existing utilities. The final sizing and design of on-site facilities would occur during the final project design. As discussed in Section 4.11, *Land Use and Planning*, the proposed development would be consistent with the site's existing land use designation and zoning. Additionally, as discussed in Section 4.14, *Population and Housing*, increases in population and employment due to project implementation are consistent with growth projections for the City. Overall, anticipated project utility demand has been previously analyzed and accounted for.

Water

Water services in the City are provided by Casitas Municipal Water District and United Water Conservation District. There are existing eight-inch domestic water lines located within Maple Street and Maple Court roadway right-of-way adjacent to the project site. New four-inch domestic water lines, meters, and backflow preventers would be installed for each building. The proposed domestic water lines would connect to the existing domestic water lines located within Maple Street and Maple Court roadway right-of-way adjacent to the project site; the existing eight-inch lines would be upgraded to 12-inch lines to accommodate the project. An eight-inch fire water line is proposed along the entire length of the new internal emergency access road as well as between Building 1 and Building 2 and at the northwest corner of Building 2.

As discussed further in Response 4.19(b) below, according to the *City of Ventura Draft 2022 Urban Water Management Plan* (UMWP), for a normal year, the City would demand 15,193 acre-feet per year (AFY) by 2030⁶⁸; project operation would be in effect by 2028. The Water Analysis estimated that the project would result in an average demand of 82.78 AFY, representing 0.5 percent of the projected increase in Citywide water demand by 2030. As such, existing water infrastructure would be sufficient to meet the demands of the project. Additionally, based on the Water Analysis prepared for the project, following the upgrade of the existing eight-inch water line to a minimum 12-inch line, water hydraulic models for the project show that all local pipe velocities would be within the City's 2023 *Water Master Plan* design criteria at maximum daily demands, and that the pressure zone has sufficient available water storage to serve the project.

The project would incorporate energy-saving features and sustainable design, such as high-efficiency irrigation and low-flow faucets and toilets, as required by the Title 24 Building Standards Code, and the CALGreen Code specifically. Pursuant to Section 22.150.010, *Water system connection fee*, of the SBMC, the project Applicant would also pay all applicable connection fees prior to connecting to City utilities. With adherence to existing regulations, impacts would be less than significant.

Wastewater

The City collects and disposes of wastewater flows generated within the City service area, which generally follows the City boundaries. The wastewater collection system consists of approximately 300 miles of gravity mains up to 42 inches in diameter, 6,700 manholes, and 11 lift stations. Wastewater flows within the collection system drain to the Ventura Water Reclamation Facility (VWRF), which produces tertiary effluent that is discharged to the Santa Clara River Estuary or is used for landscape irrigation.⁶⁹

There are existing eight-inch sewer lines located within the Maple Court roadway right-of-way adjacent to the project site. The project proposes new six-inch sewer lines for each building, which would connect to the existing lines. Therefore, project construction would not require or result in the relocation or construction of new or expanded wastewater infrastructure, the construction or relocation of which could cause significant environmental effects. As such, impacts in this regard would be less than significant.

According to the Sewer Analysis, the VWRF has an average dry weather flow (ADWF) of approximately 7.3 million gallons per day (mgd), and the project would result in a demand of 6,688

⁶⁸ Ventura Water, *Draft 2020 Urban Water Management Plan*, May 2021.

⁶⁹ Carollo Engineers, Inc., *Hydraulic Analysis Report for the Maple Court Development*, January 5, 2024.

gpd, representing a 0.1 percent increase in the current flow. The Sewer Analysis utilized the City's 2022 *Wastewater Collection System Master Plan* to model the effects of this increased flow to the existing sewer system. It was determined that existing facilities would remain below the maximum peak flow depth to pipeline diameter even with the increased flow from the proposed project. Further, pursuant to Section 22.210.030, *Sewer connection fee*, of the SBMC, the project Applicant would pay all applicable connection fees prior to connecting to City utilities. With payment of these fees, impacts would be less than significant.

Stormwater

The Ventura County Watershed Protection District (VCWPD) has jurisdiction over and/or maintains about 20 natural and concrete-lined barrancas that serve as major drainage courses in the City. Stormwater runoff within the northern portion of the project site would be collected on-site in the proposed storm drain system and directed to a drywell. The proposed drywell would have an overflow pipe which would be directed to Maple Court via curb drain. Stormwater runoff within the southern portion of the project site would be collected on-site in the proposed storm drain system and directed to an underground pipe infiltration/retention system, where an overflow pipe would be provided. The overflow pipe would drain the water via curb drain to Maple Street. The project would utilize permeable pavers along the emergency vehicle access lane to reduce imperviousness and provide self-treating of stormwater in this area.

As detailed in Section 4.10, the project Applicant would be required to obtain a Construction General Permit and prepare and implement a SWPPP and SUSMP. The SWPPP would specify BMPs to be used during construction of the project. Further, the SUSMP would regulate pollutant discharges caused by construction activities. Implementation of the SWPPP and SUSMP would ensure runoff and discharges during the project's construction phase do not violate any water quality standards or exceed the capacity of the existing stormwater drainage system. The project proposes to develop stormwater quality control measures, structural source measures, and an infiltration/retention system in conformance with the SQUIMP and SBMC. Based on the Storm Water Compliance Study prepared for the project, the proposed BMPs will capture and retain the required stormwater volume on-site. Thus, following implementation of proposed storm drain improvements, the project is not anticipated to result in flooding on- or off-site, violate any water quality standards, or exceed the capacity of the existing stormwater drainage system. The physical impacts resulting from the construction of these facilities have been addressed through the analyses presented throughout this document. As such, it is not anticipated that the project would require or result in the relocation or construction of new or expanded wastewater infrastructure, the construction or relocation of which could cause significant environmental effects. As such, impacts in this regard would be less than significant.

Dry Utilities

Dry utilities are currently provided to the site due to the existing office development. Easements in favor of Southern California Edison include a six-foot wide easement on Lot 1, adjacent to the Maple Court cul-de-sac, a 10-foot-wide easement along the northern property line, and six-foot wide easement along the eastern property line. A two-foot wide easement in favor of Pacific Telephone and Telegraph exists along the site's Maple Street frontage. There are existing underground electric lines within the vicinity of the project site, and it is anticipated that electrical power would be pulled from Maple Street to a transformer located at the southeast corner of the project site along Maple Street, and a second transformer would be located between the two project buildings. The project is also anticipated to have natural gas service to serve the proposed commercial uses, with points of connection on the south side of each respective building. All new

or upgraded electrical and natural gas service to the project site would be provided in coordination with the respective utility providers and constructed in compliance with all applicable City and public utility regulations and requirements.

Overall, energy-saving features and sustainable design would be incorporated throughout the project through compliance with required regulations in the Title 24 Building Standards Code, and the CALGreen Code specifically. Accordingly, the project would include features to enhance sustainability, such as energy efficiency, water efficiency, waste reduction, and recycling. The project would incorporate the following sustainability features: water conservation (such as high-efficiency irrigation and low-flow faucets and toilets); energy conservation (such as low-energy, indoor-outdoor lighting, high-efficiency heating, air conditioning, and cooling equipment, and Energy Star labeled equipment); transportation (such as EV parking spaces, on-site bicycle storage, and accessibility to public transportation options); air quality (such as use of sealants, paints, and finishes that emit low volumes of volatile organic compounds); solid waste (such as trash collection that would facilitate separation of organics, recyclables, and non-recyclable trash streams); and water quality (such as low impact design features for on-site stormwater treatment, using permeable pavement, and directing stormwater runoff to vegetated areas). As such, impacts would be less than significant in this regard.

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

Less Than Significant Impact. The proposed project would increase water demand compared to the project site's current demand, but water use would be characteristic of a mixed-use residential/commercial land use, with ornamental landscaping. According to the *City of Ventura Draft 2022 Urban Water Management Plan* (UMWP), the City has adequate supplies to meet demands during average, single-dry, and multiple-dry years.⁷⁰ For a normal year, the City would demand 15,193 AFY by 2030⁷¹; project operation would be in effect by 2028. Based on the Water Analysis prepared for the project, the project would result in an average demand of 82.78 AFY, representing 0.5 percent of the projected increase in Citywide water demand by 2030. Further, as discussed in Section 4.11, following the City's approval of the requested Planned Development Permit, the proposed project would be consistent with the site's land use and zone designations. Additionally, as discussed in Section 4.14, growth associated with the proposed project is not "unplanned growth" since it is consistent with jobs and growth projections for the City. As such, demand for water supply for the project site is accounted for in those projections.

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

The project would also be required to comply with the State Model Water Efficient Landscape Ordinance (MWELo), which was adopted by the City (California Code of Regulations Title 23,

⁷⁰ Ventura Water, *Draft 2020 Urban Water Management Plan*, May 2021.

⁷¹ Ibid.

Division 2, Chapter 2.7). The MWELo requires new development projects with landscape areas of 500 square feet or more to design a landscaping plan with an estimated total water use that would not exceed the site's calculated Maximum Applied Water Allowance, which is based on the site's reference evapotranspiration, adjustment factor, and the size of the landscaped area. The MWELo requires the use of high efficiency irrigation emission devices, automatic irrigation controllers that use either evapotranspiration or soil moisture sensor data for irrigation scheduling, and sensors that suspend or alter irrigation operation during unfavorable weather conditions. Compliance with the MWELo would reduce outdoor water usage by approximately 20 percent.

Pursuant to Section 22.150.010, *Water system connection fee*, of the SBMC, the project Applicant would pay all applicable connection fees prior to connecting to the City's water services. The project would also incorporate water conservation features, such as high-efficiency irrigation and low-flow faucets and toilets, consistent with CALGreen standards. With adherence to existing State and local regulations, impacts would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The Ventura Water Reclamation Facility (VWRF) is currently permitted to treat 14 million gallons per day (mgd) and discharges an annual average of up to 9 mgd.⁷² The VWRF is currently treating less than 9 mgd. According to the General Plan EIR, residential uses generate 0.00013 cubic feet per second (cfs) per capita and commercial uses generate 0.0061 cfs per acre. As discussed in Section 4.14, the 350 residential units proposed by the project would equate to 865 residents, which would generate 0.1 cfs, or 64,631 gpd (0.05 mgd) of wastewater. The 4,850 square feet of commercial use would generate 0.00067 cfs/acre, or 433 gpd (0.0004 mgd) of wastewater. This residential and commercial wastewater generation represents approximately 1.3 percent of remaining VWRF daily treatment capacity. As such, there is adequate wastewater treatment capacity to service the project. Further, as discussed in Section 4.11, following the City's approval of the requested Planned Development Permit, the proposed project would be consistent with the site's land use and zone designations. Additionally, as discussed in Section 4.14, growth associated with the proposed project is not "unplanned growth" since it is consistent with jobs and growth projections for the City. As such, demand for wastewater treatment for the project site is accounted for in those projections.

Pursuant to Section 22.210.030, *Sewer connection fee*, of the SBMC, the project Applicant would pay all applicable connection fees prior to connecting to the City's wastewater services. With payment of these fees, impacts would be less than significant.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The City currently operates on a 74 percent diversion rate for solid waste through a partnership with E.J. Harrison and Son; remaining waste is transferred to the

⁷² Ventura Water, *Wastewater*, <https://www.cityofventura.ca.gov/503/Wastewater>, accessed May 24, 2024.

Toland Road Landfill, located at 3500 North Toland Road in the City of Santa Paula.^{73,74} The Toland Road Landfill has a daily permitted capacity of 2,864 tons per day and a maximum permitted capacity of 30,000,000 cubic yards (with a remaining capacity of 16,068,864 cubic yards).⁷⁵

The project would generate construction and demolition (C&D) debris in the form of approximately 42,000 cubic yards of soil export and materials from the demolition of approximately 222,270 square feet of existing buildings. However, C&D debris waste is not included in municipal solid waste.⁷⁶ Nonetheless, the project would comply with federal, State, and local statutes and regulations related to solid waste, such as AB 939, AB 341, CALGreen, and the County Integrated Waste Management Summary Plan, and the City's recycling program.

Based on solid waste generation rates provided by CalRecycle for similar types of mixed-use projects, the project would generate approximately 1,429 pounds per day of solid waste, or 0.7 tons per day.^{77,78} As 74 percent would be diverted, the Toland Road Landfill would receive approximately 0.19 tons per day. Based on the disposal capacity of Toland Road Landfill, this would be an incremental increase in total disposal that would not affect the availability of solid waste disposal capacity (i.e., 0.006 percent of Toland Road Landfill's daily permitted capacity). In addition, as noted above, the project would be required to adhere to the requirements of AB 939 and CALGreen to minimize solid waste generation. The project would also include features to enhance sustainability, such as waste reduction and recycling. Specifically, the project would incorporate trash collection that would facilitate separation of organics, recyclables, and non-recyclable trash streams. With adherence to existing federal, State, and local statutes and regulations, impacts would be less than significant.

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

Less Than Significant Impact. The project would comply with federal, State, and local statutes and regulations related to solid waste, such as AB 939, AB 341, and California Building Code Title 24 (CALGreen), the County Integrated Waste Management Summary Plan, and the City's recycling program. The project would include features to enhance sustainability, such as waste reduction and recycling. Specifically, the project would incorporate trash collection that would facilitate separation of organics, recyclables, and non-recyclable trash streams. With adherence to existing federal, State, and local statutes and regulations, impacts would be less than significant.

⁷³ City of Ventura Public Works, *Residential Services*, <https://www.cityofventura.ca.gov/264/Residential-Services>, accessed May 24, 2024.

⁷⁴ Ventura Regional Sanitation District, *Solid Waste Disposal Operations*, vrsd.com/solid-waste-disposal-operations/, accessed May 24, 2024.

⁷⁵ CalRecycle, *Site Activity Details: Toland Road Landfill (56-AA-0005)*, <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/606?siteID=3952>, accessed September 13, 2023.

⁷⁶ U.S. Environmental Protection Agency, *Construction and Demolition Debris: Material-Specific Data*, [https://www.epa.gov/facts-and-figures-about-materials-waste-and-recycling/construction-and-demolition-debris-material#:~:text=Construction%20and%20Demolition%20\(C%26D\)%20debris%20is%20a%20type%20of%20waste,%2C%20concrete%2C%20and%20asphalt%20concrete](https://www.epa.gov/facts-and-figures-about-materials-waste-and-recycling/construction-and-demolition-debris-material#:~:text=Construction%20and%20Demolition%20(C%26D)%20debris%20is%20a%20type%20of%20waste,%2C%20concrete%2C%20and%20asphalt%20concrete), accessed March 13, 2024.

⁷⁷ CalRecycle, *Estimated Solid Waste Generation Rates*, <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates>, accessed March 13, 2024.

⁷⁸ Based on a rate of 0.006 pounds/square foot/day for commercial/retail use, and a rate of 4 pounds/dwelling unit/day for multi-family use; 0.006 x 4,850 square feet = 29.1 pounds per day; 4 x 350 = 1,400 pounds per day; 29.1 + 1,400 = 1,429 pounds per day of solid waste.

4.20 WILDFIRE

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

SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

PMM WF-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.
- b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.
- c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.
- d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.
- e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.
- f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.

Feasibility to Incorporate into the Project: Not Feasible.

As analyzed below, the project site is not located in a very high fire hazard severity zone (VHFHSZ); therefore, the project would not result in impacts pertaining to wildfire hazards. It is not feasible to implement 2020-2045 RTP/SCS PEIR PMM WF-1 because there are no applicable environmental impacts to mitigate.

PMM WF-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to
 - 1) Submit a fire protection plan including the designation of fire watch staff;
 - 2) Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;
 - 3) Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and
 - 4) Designate trained fire watch staff during project construction to reduce risk of fire hazards.

Feasibility to Incorporate into the Project: Not Feasible.

As previously discussed, the project site is not located in a VHFHSZ; therefore, it is not feasible to implement 2020-2045 RTP/SCS PEIR PMM WF-2 because there are no applicable environmental impacts to mitigate.

General Plan EIR Mitigation Measures

The General Plan EIR did not identify any mitigation measures to reduce impacts related to wildfires.

Impact Analysis

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
- c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may**

exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

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

No Impact. According to California Department of Forestry and Fire, the project site is not located within a State Responsibility Area (SRA) or Local Responsibility Area (LRA) VHFHSZ.⁷⁹ The closest SRA VHFHSZ is located approximately 0.75-mile to the north, and the closest LRA VHFHSZ is located approximately 0.65-mile to the north. The project site is situated in a highly developed and urbanized area that is not subject to a high susceptibility to wildland fires. As such, no impact would occur in this regard.

⁷⁹ CAL FIRE, LRA and SRA Fire Hazard Severity Zone Viewer, <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/>, accessed May 23, 2024.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Impact Analysis

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

Less Than Significant Impact With Mitigation Incorporated. As concluded throughout this analysis, development of the proposed project would not substantially degrade the quality of the environment. As discussed in Section 4.4, *Biological Resources*, the project area is in an urban and developed area and does not include suitable natural habitat for candidate, sensitive, or special-status species; riparian habitat; wetlands; sensitive natural communities; or wildlife corridors. However, existing trees could provide suitable nesting opportunities. Nesting birds are protected pursuant to the MBTA and CFGC, and any impact to nesting birds would be considered a potentially significant impact. As such, in order to protect migratory bird species, the proposed project would implement 2020-2045 RTP/SCS PEIR PMM BIO-1(a), (g), (i), (k), and (l) and 2020-2045 RTP/SCS PEIR PMM BIO-4(d) through (f) avoiding occupied habitat and potentially suitable habitat (where practicable and feasible) and requiring a pre-construction nesting bird clearance survey be conducted within three days prior to any vegetation removal or ground disturbance if the nesting bird season cannot be avoided (January 1 through August 31), and if an active nest is found, a no-disturbance buffer shall be established, and the project biologist shall monitor the

active nest until the nest has become inactive. Therefore, potential impacts to nesting birds would be reduced to a less than significant level and no further mitigation would be required.

As indicated in Section 4.5, *Cultural Resources*, the project site does not include important examples of the major periods of California history or prehistory. The Cultural Report prepared for the proposed project concluded that the project site does not include any known historical or archaeological resources as defined by Section 15064.5 of the CEQA Guidelines. However, in the unlikely event previously unknown resources are discovered during ground-disturbing activities, the project would incorporate 2020-2045 RTP/SCS PEIR PMM CULT-2(k) and (l) which requires development activities to halt if archaeological resources are discovered. The Applicant shall retain a qualified archaeologist to oversee the handling of archaeological resources in coordination with the Ventura County Archaeological Society and local Native American organizations, as applicable. Additionally, the project would be subject to 2020-2045 RTP/SCS PEIR PMM CULT-2 in the unlikely event that previously unidentified human remains are encountered during ground-disturbing activities; work would be halted, and the County Coroner would be notified. Further, in the event human remains of Native American origin are discovered, the County Coroner would contact the NAHC to designate an MLD. If the NAHC is unable to identify an MLD, the Native American human remains and any associated grave goods would be reburied on the property within a location that is not subject to further subsurface disturbance. Compliance with these measures would reduce impacts to archaeological resources to a less than significant level and no further mitigation would be required.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Less Than Significant Impact With Mitigation Incorporated. A significant cumulative impact may occur if the project, in conjunction with related projects, including the 11 related projects identified in the Cumulative Development Scenario in Section 2.0, *Project Description*, of this Draft SCEA, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. An analysis of the project’s potential contribution to cumulative impacts, including project impacts in combination with the 11 related projects is provided below.

- **Aesthetics.** Development of related projects could result in impacts to scenic vistas, scenic resources along a State scenic highway, visual character and scenic quality, and light and glare; however, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with aesthetic resources. Additionally, similar to the proposed project, related projects would be required to comply with General Plan goals and policies, SBMC, and local development standards including those that are protective of scenic resources. As analyzed in Section 4.1, Aesthetics, there are no substantial cumulatively-considerable impacts of the proposed project because project-related impacts to scenic vistas, visual character and scenic quality, and light and glare were found to be less than significant, and no impacts would occur to scenic resources along a State scenic highway. Furthermore, none of the 11 related projects are sufficiently close to influence the visual character of the immediate project area or fall within the same viewshed as the project. Thus, impacts would be less than significant in this regard.
- **Agriculture and Forestry Resources.** Development of related projects could result in impacts to Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance, existing zoning for agricultural use or a Williamson Act

contract, existing zoning for forestland and timberland, and conversion of forestland and timberland. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with agricultural resources. Additionally, cumulative projects would be required to comply with General Plan goals and policies and SBMC. As analyzed in Section 4.2, Agriculture and Forestry Resources, there are no cumulatively-considerable impacts of the proposed project because no project-related impacts would occur to Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance, existing zoning for agricultural use or a Williamson Act contract, existing zoning for forestland and timberland, and conversion of forestland and timberland. Thus, the project would not cumulatively contribute to impacts regarding agricultural resources and no impact would occur in this regard.

- **Air Quality.** The related projects are located within the South Central Coast Air Basin and are under the jurisdiction of the VCAPCD. As analyzed in Section 4.3, Air Quality, the project would not exceed VCAPCD's air quality thresholds for ROG and NO_x with the implementation of 2020-2045 PEIR PMM AQ-1(q). Additionally, the project would also incorporate 2020-2045 PEIR PMM AQ-1(a) through (h) and (j) through (p) which would reduce adverse effects that would violate air quality standards by ensuring compliance with the most recent version of the VCAPCD Ventura County Air Quality Assessment Guidelines. The project would also incorporate General Plan EIR Mitigation Measure AQ-3, which requires individual contractors to incorporate construction mitigation measures identified in the VCAPCD Ventura County Air Quality Assessment Guidelines. Pursuant to VCAPCD rules and mandates, as well as CEQA requirements that significant impacts be mitigated to the extent feasible, these same requirements would be imposed on construction projects throughout the jurisdiction of VCAPCD, which includes cumulative projects. As the project would not exceed applicable VCAPCD thresholds for air quality and would be consistent with VCAPCD's AQMP, the construction and operation of the proposed project would not contribute to a cumulatively considerable increase in air quality impacts. As such, the project's air quality impacts (construction and operation) would not be cumulatively considerable.
- **Biological Resources.** Development of related projects could result in impacts to sensitive plant and wildlife species, riparian habitat and sensitive communities, wetlands and aquatic resources, migratory wildlife, policies protecting biological resources, and provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated biological resources. Additionally, similar to the proposed project, cumulative projects would be required to comply with General Plan goals and policies, SBMC, and existing regulatory requirements (e.g., MBTA and CFGC). As analyzed in Section 4.4, Biological Resources, there are no substantial cumulatively-considerable impacts of the proposed project because project-related impacts to sensitive plant and wildlife species and migratory wildlife were found to be less than significant with implementation of 2020-2045 RTP/SCS PEIR PMM BIO-1 and PMM BIO-4. Additionally, no impacts would occur to riparian habitat and sensitive communities, wetlands and aquatic resources, policies protecting biological resources, and provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Thus, impacts would be less than significant in this regard.
- **Cultural Resources.** Development of related projects could result in impacts to historical resources, archaeological resources, and human remains. However, all future planned development would be required to undergo separate environmental review under CEQA

to evaluate project-level impacts associated with cultural resources. Additionally, similar to the proposed project, cumulative projects would be required to comply with General Plan goals and policies and existing regulatory requirements. As analyzed in Section 4.5, Cultural Resources, there are no substantial cumulatively-considerable impacts of the proposed project because project-related impacts to archaeological resources and human remains were found to be less than significant with implementation of 2020-2045 RTP/SCS PEIR PMM CULT-1 and PMM CULT-2, and less than significant impacts would occur to historical resources. Thus, impacts would be less than significant in this regard.

- Energy. The related projects are located within the City of Ventura and would be serviced by the same electricity and natural gas provider (Southern California Edison and SoCalGas). Based on the California Energy Commission IEPR, electricity consumption was forecasted to grow at a rate of about 1.7 percent annually through 2040 and natural gas consumption was forecasted to grow at a rate of about 0.2 percent annually through 2035. As analyzed in Section 4.6, Energy, the proposed project would represent a nominal increase in the forecasted electricity and natural gas consumption and would not result in the wasteful, inefficient, and unnecessary consumption of energy during construction or operation. As such, given that the project represents a nominal increase, the project's cumulative impacts would not contribute to excessive electricity consumption and impacts would be less than significant in this regard.
- Geology and Soils. Development of related projects could result in impacts to seismic hazards, landslides, soil erosion and topsoil loss, unstable soils, soil expansion, septic tank or alternative wastewater disposal systems, and paleontological resources or unique geologic features. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with geology and soils. Additionally, similar to the proposed project, cumulative projects would be required to comply with General Plan goals and policies, SBMC, and existing regulatory requirements (e.g., Seismic Building Code, California Building Code, Construction General Permit, SVP standard procedures). As analyzed in Section 4.7, Geology and Soils, there are no substantial cumulatively-considerable impacts of the proposed project because project-related impacts to paleontological resources or unique geologic features were found to be less than significant with implementation of 2020-2045 RTP/SCS PEIR PMM GEO-2. Additionally, impacts were found to be less than significant impacts to seismic hazards, soil erosion and topsoil loss, unstable soils, soil expansion, and no impact would occur regarding landslides and septic tank or alternative wastewater disposal systems. Thus, impacts would be less than significant in this regard.
- Greenhouse Gas Emissions. The related projects are located within the South Central Coast Air Basin and are under the jurisdiction of the VCAPCD. The VCAPCD, County, or City has not developed a greenhouse gas emission threshold for development projects. Greenhouse gas emissions are not confined to a particular air basin and are dispersed worldwide, and are therefore cumulative in nature. As discussed in Section 4.8, Greenhouse Gas Emissions, the project would adhere with existing regulations, plans, and documents that were approved to contribute towards California's greenhouse gas reduction goals as outline in AB 32. Such documents include the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the City's General Plan. Given that the project would be consistent with these applicable documents, the project's impacts would not contribute to a cumulative increase in greenhouse gas emissions.
- Hazards and Hazardous Materials. Development of related projects could result in impacts related to the transport, use, storage, and disposal of hazardous materials, accidental release of hazardous materials, hazardous materials near a school, hazardous materials sites, airport safety hazards and noise, emergency response, and wildland fire risks. However, all future planned development would be required to undergo separate

environmental review under CEQA to evaluate project-level impacts associated with hazards and hazardous materials. Additionally, similar to the proposed project, cumulative projects would be required to comply with General Plan goals and policies, SBMC, and existing regulatory requirements (e.g., California Health and Safety Code, VCAPCD Rule 62.7, Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, California Hazardous Materials Management Act, and California Code of Regulations, Title 22). As analyzed in Section 4.9, *Hazards and Hazardous Materials*, there are no substantial cumulatively-considerable impacts of the proposed project because project-related impacts to hazardous materials near a school and emergency response were found to be less than significant with implementation of 2020-2045 RTP/SCS PEIR PMM HAZ-3 and PMM TRA-2, less than significant impacts to transport, use, storage, and disposal of hazardous materials and accidental release of hazardous materials, and no impact would occur regarding hazardous materials sites, airport safety hazards and noise, and wildland fire risks. Thus, impacts would be less than significant in this regard.

- Hydrology and Water Quality. Development of related projects could result in impacts to tsunamis, seiches, water quality standards or waste discharge requirements, groundwater supplies or groundwater recharge, erosion, siltation, polluted runoff, or flood hazard, and a water quality control plan or groundwater sustainable management plan. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with hydrology and water quality. Additionally, similar to the proposed project, cumulative projects would be required to comply with General Plan goals and policies, SBMC, and existing regulatory requirements (e.g., SQUIMP, Basin Plan, and 2021 Groundwater Management Plan). As analyzed in Section 4.10, *Hydrology and Water Quality*, there are no substantial cumulatively-considerable impacts of the proposed project because project-related impacts to water quality standards or waste discharge requirements, groundwater supplies or groundwater recharge, erosion, siltation, polluted runoff, and a water quality control plan or groundwater sustainable management plan were found to be less than significant, and no impacts would occur to tsunamis, seiches, or flood hazard. Thus, impacts would be less than significant in this regard.
- Land Use and Planning. Development of related infill projects are not anticipated to physically divide an establishment community as the projects do not propose new roadway or infrastructure where these facilities do not already occur. All future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with land use and planning. Further, similar to the proposed project, cumulative projects would be required to be consistent with General Plan goals and policies, SBMC, and RTP/SCS goals and policies. As analyzed in Section 4.11, *Land Use and Planning*, there would be no substantial cumulatively-considerable impacts due to project implementation because project-related impacts regarding the division of a community would not occur, and impacts regarding land use plan, policy, and regulation compliance were determined to be less than significant. Thus, impacts would be less than significant in this regard.
- Mineral Resources. Based on the General Plan EIR, two principal mineral resources occur near the northern and southern boundaries of the City, petroleum and aggregate; however, the related project sites are not located in these areas. Thus, development of related projects would not likely result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with mineral resources. As analyzed in Section 4.12, *Mineral Resources*, there would be no substantial cumulatively-

considerable impacts due to project implementation because project-related impacts regarding mineral resource recovery would not occur. Thus, the project would have no impact in this regard.

- Noise. Of the 11 related projects, only one project is located within the vicinity of the proposed project (approximately 1,500 feet away). As analyzed in Section 4.13, Noise, the project's construction noise impact would not exceed the NIOSH noise threshold of 85 dBA. Specifically, the project would include 2020-2045 RTP/SCS PEIR PMM NOISE-1(a), (c) through (h), (k), (o) through (r), and (v) to ensure construction equipment is properly maintained, neighboring noise sensitive receptors are alerted prior to activities that may exceed noise levels, adhere to permitted construction hours, temporary sound barriers are installed, and noise control techniques are installed (i.e., improved mufflers, intake silencers, engine enclosures) on construction equipment. It should be noted that if construction of the cumulative project located 1,500 feet away were to occur at the same time as the proposed project, given the distance (1,500 feet) from the proposed project, due to the attenuation of noise levels over this distance, in combination with the shielding provided by intervening buildings (residential and commercial buildings) as well as existing noise levels from Telegraph Road, the project's impacts would not substantially contribute cumulatively to an increase in noise levels from construction activities. Additionally, as analyzed in Section 4.13 the project's operational noise would not exceed the City's noise threshold and would not introduce noise sources that would increase the existing ambient noise levels and would not be cumulatively considerable. The project would include 2020-2045 RTP/SCS PEIR PMM NOISE-1(v) which ensures that all operational stationary sources would be located as far away from adjacent sensitive receptors as possible and screened to reduce operational noise levels. As such, the project's construction and operational noise levels would result in less than significant impacts in this regard.
- Population and Housing. Development of related projects could induce unplanned population growth. Based on the existing uses of the sites (commercial, institutional, agricultural, vacant sites), it is not anticipated that the related projects would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with population and housing. Further, similar to the proposed project, cumulative projects would be required to comply with General Plan goals and policies, and demonstrate consistency with SCAG growth projections and RHNA targets. As analyzed in Section 4.14, Population and Housing, there would be no substantial cumulatively-considerable impacts due to project implementation because project-related impacts regarding the displacement of existing people or housing would not occur, and impacts regarding unplanned population growth were determined to be less than significant. Thus, impacts would be less than significant in this regard.
- Public Services. Development of related projects could result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, libraries, or other public services. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with public services. Further, similar to the proposed project, cumulative projects would be required to comply with the goals and policies of the General Plan, SBMC, California Building Code, California Residential Code, California Green Building Code, California Electric Code, California Plumbing and Mechanical Codes, and California Fire Code; submit plans for review to the

fire department and City to ensure code compliance and emergency access; and pay statutory fees pursuant to Section 65995(b) of the California Government Code. As analyzed in Section 4.15, *Public Services*, there would be no substantial cumulatively-considerable impacts due to project implementation because project-related impacts on fire and police protection were found to be less than significant with implementation of 2020-2045 RTP/SCS PEIR PMM PSP-1, and impacts on school and library services were determined to be less than significant. Thus, impacts would be less than significant in this regard.

- Recreation. Development of related projects could increase the use of existing parks and recreational facilities, and could include the construction of new or expanded recreational facilities, which might have an adverse physical effect on the environment. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with recreation. Further, similar to the proposed project, cumulative projects would be required to comply with General Plan goals and policies and SBMC, including the State's Quimby Act. As analyzed in Section 4.16, *Recreation*, there would be no substantial cumulatively-considerable impacts due to project implementation because project-related impacts regarding recreation were determined to be less than significant. Thus, impacts would be less than significant in this regard.
- Transportation. Development of related projects could conflict with the circulation system, conflict with CEQA Guidelines Section 15064.3, subdivision (b), could increase hazards due to geometric design features, and could result in inadequate emergency access. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with transportation. Further, similar to the proposed project, cumulative projects would be required to comply with General Plan goals and policies, SBMC, City of Ventura Public Works Department's *Engineering Design Standards*, and fire department's Standardized Emergency Management System (SEMS) Multi-hazard Functional Response Plan. As analyzed in Section 4.17, *Transportation*, there would be no substantial cumulatively-considerable impacts due to project implementation because project-related impacts on emergency access and traffic were found to be less than significant with implementation of 2020-2045 RTP/SCS PEIR PMM TRA-2 and General Plan EIR Mitigation Measure TC-1, respectively, and impacts regarding conflicts with the circulation system or CEQA Guidelines Section 15064.3, subdivision (b), and regarding design hazards were determined to be less than significant. Thus, impacts would be less than significant in this regard.
- Tribal Cultural Resources. Development of related projects could result in impacts to historical resources of tribal cultural significance and unknown tribal cultural resources. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with tribal cultural resources. Additionally, similar to the proposed project, cumulative projects would be required to comply with General Plan goals and policies and existing regulatory requirements (e.g., AB 52 consultation). As analyzed in Section 4.18, *Tribal Cultural Resources*, there are no substantial cumulatively-considerable impacts of the proposed project because project-related impacts to unknown tribal cultural resources were found to be less than significant with implementation of 2020-2045 RTP/SCS PEIR PMM TCR-1, and no impact would occur to historical resources of tribal cultural significance. Thus, impacts would be less than significant in this regard.
- Utilities and Service Systems. Development of related projects could cause significant environmental effects due to the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or

telecommunications facilities; could exceed the capacity of water, wastewater, and landfill services; and could violate statutes related to solid waste reduction. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with public services. Further, similar to the proposed project, cumulative projects would be required to comply with the Title 24 Building Standards Code, and the CALGreen Code specifically, goals and policies of the General Plan, SBMC, the City's Water Rights Dedication and Water Resource Net Zero Policy (Ordinance No. 2016-004), the State Model Water Efficient Landscape Ordinance, and all applicable federal, State, and local management and reduction statutes and regulations related to solid waste. As analyzed in Section 4.19, *Utilities and Service Systems*, there would be no substantial cumulatively-considerable impacts due to project implementation because project-related impacts on utilities and service systems were determined to be less than significant. Thus, impacts would be less than significant in this regard.

- Wildfire. Based on the California Department of Forestry and Fire, the related project sites are not located within a State Responsibility Area (SRA) or Local Responsibility Area (LRA) VHFHSZ and therefore development of related projects would not likely result in significant environmental effects regarding wildfire. However, all future planned development would be required to undergo separate environmental review under CEQA to evaluate project-level impacts associated with mineral resources. As analyzed in Section 4.20, *Wildfire*, there would be no substantial cumulatively-considerable impacts due to project implementation because project-related impacts regarding wildfire would not occur. Thus, the project would have no impact in this regard.

As detailed in Section 4.1 through Section 4.20, the project would have no impacts associated with agriculture and forestry resources, mineral resources, or wildfire; would have less than significant impacts associated with aesthetics, energy, GHG, hydrology and water quality, land use and planning, noise, population and housing, recreation, and utilities and service systems; and less than significant impacts with mitigation incorporated associated with air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, public services, transportation, and tribal cultural resources.

Cumulative impacts of several resource areas have been addressed in the individual resource sections, including air quality, GHGs, noise, and transportation. CalEEMod was utilized to assess the air quality and GHG impacts resulting from the project, concluding less than significant impacts for GHGs and less than significant impacts for air quality with implementation of 2020-2045 RTP/SCS PEIR PMM AQ-1(a) through (h) and (j) through (q). Noise and traffic studies conducted as part of this Draft SCEA both considered cumulative increases in traffic and concluded that the impacts of the project would not be cumulatively considerable, and, as such, cumulative impacts would be less than significant. As discussed throughout this analysis, the project would not result in significant and unavoidable impacts; impacts related to aesthetics, energy, GHG, hydrology and water quality, land use and planning, noise, population and housing, recreation, and utilities and service systems would be reduced with implementation of applicable 2020-2045 RTP/SCS PEIR mitigation measures. For those resource areas that were determined to have no impact compared to existing conditions (agriculture and forestry resources, mineral resources, and wildfire), the project would not contribute to cumulative impacts related to these issues. As such, cumulative impacts would not be cumulatively considerable. Therefore, the project would not have impacts that are individually limited but cumulatively considerable, and the project would not result in a mandatory finding of significance in this regard.

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

Less Than Significant Impact With Mitigation Incorporated. The analysis within this document has identified potentially substantial impacts to human beings associated with air quality, hazards and hazardous materials, public services, and transportation. As detailed in the analyses for these environmental issues, the project would not result, either directly or indirectly, in significant adverse effects with implementation of the associated mitigation measures and compliance with applicable regulatory requirements.

As discussed in Section 4.3, *Air Quality*, the proposed project would incorporate 2020-2045 RTP/SCS PEIR PMM AQ-1(a) through (h) and (j) through (q) which requires projects within 500 feet of sensitive receptors (i.e., residences, hospitals, and schools) to use Tier 4 equipment for all construction equipment above 50 horsepower. Tier 4 standards regulate the amount of NO_x, CO, PM₁₀, and PM_{2.5} emissions from nonroad (or off-road) diesel engines and require emissions of NO_x, PM₁₀, and PM_{2.5} to be reduced by 90 percent from Tier 1-3 standards. As such, with the implementation of 2020-2045 RTP/SCS PEIR PMM AQ-1(a) through (h) and (j) through (q), the project's short-term construction emissions would be below the VCAPCD thresholds and would result in a less than significant impact. Furthermore, the project would not result in significant long-term air quality impacts, as emissions would be below the VCAPCD thresholds. Impacts would be less than significant with mitigation incorporated.

While it is not anticipated that project operations would involve any hazardous materials, if commercial retail uses on-site do handle such materials, this would be regulated by the CUPA through a Business Plan per Chapter 6.95, Section 25503 of the California Health and Safety Code. Following implementation of existing local, State, and federal regulations, impacts would be less than significant.

Anacapa Middle School is located to the north of the project site. As such, the project would be required to implement 2020-2045 RTP/SCS PEIR PMM HAZ-3, which would ensure that the potential transport of hazardous materials from the project site would occur on a route that avoids the school, to the extent feasible; and if not feasible, the project would notify emergency response agencies, provide proper scheduling, and implement safety standards to reduce potential impacts. Following implementation of 2020-2045 RTP/SCS PEIR PMM HAZ-3, impacts would be reduced to less than significant levels.

As discussed in Section 4.15, *Public Services*, the SBMC requires that all building construction be designed in accordance with the City's currently adopted California Building Code, California Residential Code, California Green Building Code, California Electric Code, California Plumbing and Mechanical Codes, California Fire Code, and all other appropriate sections of the SBMC. Further, 2020-2045 RTP/SCS PEIR PMM TRA-2 would ensure continued emergency access during the temporary construction phase.

As discussed in Section 4.17, *Transportation*, the proposed project would result in construction activities that could temporarily affect roadways as a result of partial lane closures. This could affect emergency response times or evacuation routes. Additionally, the proposed project would increase the number of people who may need to evacuate the project area in the event of an emergency. However, all off-site improvements proposed by the project would be constructed based on City design standards. The project would also comply with the Ventura Fire Department's (VFD's) requirements pertaining to access/egress to ensure adequate emergency access; refer to Exhibit 2-3. The project would also be subject to the policies of the VFD

Standardized Emergency Management System (SEMS) Multi-hazard Functional Response Plan. Further, 2020-2045 RTP/SCS PEIR PMM TRA-2 would ensure continued emergency access during the temporary construction phase. With implementation of 2020-2045 RTP/SCS PEIR PMM TRA-2, impacts would be less than significant in this regard.

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7.0 INVENTORY OF FEASIBLE MITIGATION MEASURES

The following provides an inventory of feasible and partially feasible mitigation measures from the 2020-2045 RTP/SCS PEIR and General Plan EIR, as discussed in Section 4.0, *Initial Study Checklist*, of this Draft SCEA.

7.1 SCAG 2020-2045 RTP/SCS PEIR Mitigation Measures

7.1.1 AIR QUALITY

PMM AQ-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Minimize land disturbance.
- b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- c) Cover trucks when hauling dirt.
- d) Stabilize the surface of dirt piles if not removed immediately.
- e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- f) Minimize unnecessary vehicular and machinery activities.
- g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.
- k) Ensure that all construction equipment is properly tuned and maintained.
- l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.
- m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
- o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic

for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.

- p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.
- q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain onsite for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.

7.1.2 Biological Resources

PMM BIO-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.
- g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.
- i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.
- k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for

sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.

- l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.

PMM BIO-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.
- e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.
- f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.

7.1.3 Cultural Resources

PMM CULT-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.
- l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.

PMM CULT-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.
- b) If any discovered remains are of Native American origin as determined by the county Coroner, an experienced osteologist, or another qualified professional:
 - Contact the County Coroner to contact the NAHC to designate and notify a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.
 - If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.

7.1.4 Geology and Soils

PMM GEO-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.
- d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:

2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.
- f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.
- g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.
- h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.

7.1.5 Hazards and Hazardous Materials

PMM HAZ-3 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, the Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.
- b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.

7.1.6 Noise

PMM NOISE-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Install temporary noise barriers during construction.
- c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance.
- d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction

- contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.
- e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
 - f) Designate an on-site construction complaint and enforcement manager for the project.
 - g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.
 - h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
 - k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned.
 - o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.
 - p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.
 - q) Use of portable barriers in the vicinity of sensitive receptors during construction.
 - r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.
 - v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.

7.1.7 Public Services

PMM PSP-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description.
- b) Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.
- c) Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.

7.1.8 Transportation

PMM TRA-2 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:
 - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
 - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.

- Scheduling of truck trips outside of peak morning and evening commute hours.
- Limiting of lane closures during peak hours to the extent possible.
- Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
- Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
- Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
- Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
- Storage of construction materials only in designated areas.
- Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
- Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.
- Enhance emergency preparedness awareness among public agencies and with the public at large.

7.1.9 Tribal Cultural Resources

PMM TCR-1 In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;
- b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;

- c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.

7.2 General Plan EIR Mitigation Measures

7.2.1 Air Quality

AQ-2 Additional Air Quality Actions. The following actions should be added to the 2005 General Plan to address air quality impacts of future development on a case-by-case basis:

- Require air quality 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.

AQ-3 Construction Mitigation. The following actions should be added to the 2005 General Plan to address air quality impacts of future construction projects on a case-by-case basis:

- Require individual construction contractors to implement the construction mitigation measures included in the most recent version of the Ventura County APCD's Ventura County Air Quality Assessment Guidelines.

7.2.2 Hydrology and Water Quality

HWQ-2 The following actions are recommended to minimize the impact of future development on the local storm drain system and implement City goals regarding sustainable infrastructure:

- c) As feasible, require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff. Such methods may include, but are not limited to, (1) the use of pervious paving material within parking lots and other paved areas to facilitate rainwater percolation; and (2) construction of retention/detention basins to limit runoff to pre-development levels and to encourage infiltration into the groundwater basin.

7.2.3 Noise

N-1 Rubberized Asphalt. The following action shall be added to the 2005 General Plan to reduce general traffic noise:

- As feasible, use rubberized asphalt or other sound reducing materials for paving and repaving of City streets.

7.2.4 Transportation

TC-1 Additional Circulation Actions. The following actions shall be added to the 2005 General Plan to ensure that traffic impacts of future developments are addressed and mitigated:

- Require project proponents to analyze traffic impacts and implement mitigation as appropriate prior to development. Depending upon the nature of the impacts and improvements needed, mitigation may either consist of implementing needed physical improvements, contributing “fair share” fee toward implementation of needed improvements, or some combination thereof.
- Update the traffic mitigation fee program to fund necessary citywide circulation and mobility system improvements needed in conjunction with new development.