Norman Kennedy, Murals Commissioned by Ventura Guarantee & Loan 1930, Chestnut & Main Streets

Qi Pang, China Alley Memorial Mural, 2004 – Figueroa Street Mall

WPA Artist Gordon Grant, 1936 – Downtown Post Office

Tortilla Flats Commemorative Mural Project, 2006
Artists – MB Hanrahan and Moses Mora

Gayle Childress – "Ventura Pier and the Holiday Inn", 1989
Municipal Art Collection at Ventura City Hall

DOWNTOWN SPECIFIC PLAN

Priscilla Holmes

FINAL ENVIRONMENTAL IMPACT REPORT

SCH # 2006051071
EIR-2462

Certified March 19, 2007

CITY OF VENTURA

City of Ventura
Downtown Specific Plan

Final
Environmental Impact Report

SCH # 2006051071

EIR-2462

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Certified March 19, 2007

City of Ventura
Downtown Specific Plan

Final
Environmental Impact Report

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SUMMARY

This section summarizes the characteristics of the proposed Downtown Specific Plan (DTSP), alternatives, environmental impacts associated with the DTSP, recommended mitigation measures, and the level of significance of impacts after mitigation.

PROJECT SYNOPSIS

Project Proponent

City of San Buenaventura
501 Poli Street
Ventura, California 93001

Project Description

Project Characteristics

The proposed project is the 2006 Downtown Specific Plan (DTSP). The DTSP updates the 1993 Downtown Specific Plan, and establishes the community's vision for the development of Downtown Ventura. The DTSP is intended to function as a policy and implementation document to guide land use decisions within the City's Downtown through 2025, tiering off the 2005 General Plan FEIR, which was certified in August 2005. The 2005 General Plan FEIR is incorporated by reference and is available for review at the Community Development Department and on the City's website (http://www.ci.ventura.ca.us/depts/comm_dev/longrange_planning.asp).

The EIR analysis focuses on the possible physical effects of two primary components of the proposed DTSP: 1) physical development projections; and 2) the goals, policies, and actions. Because the goals, policies, and actions are specifically intended to mitigate the environmental effects associated with future growth in the City, they are discussed as part of an overall mitigation strategy, where applicable, for a given issue. Development projections were based on those contained in the 2005 General Plan FEIR and are estimated at 1,600 residential units, 100,000 square feet of retail, 200,000 square feet of office use, and 150,000 square feet of hotel use. These projections constitute approximately 20% of the buildout envisioned under the 2005 General Plan FEIR. This program level analysis focuses on the areas of Air Quality, Cultural Resources, Land Use and Planning, Transportation, and Utilities and Service Systems. The initial study that was prepared for the DTSP identified these areas as having potentially significant environmental effects (Appendix A).

Project Objectives

The DTSP includes goals, policies, and implementation programs, as well as a Development Code and Streetscape Plan for Downtown. The DTSP is designed to implement goals of the General Plan through development intensification (Scenario 1 in the 2005 General Plan FEIR), which has been prioritized over expansion into the City's periphery (Scenarios 2-6 in the 2005

General Plan FEIR). As a result of the City's decision to limit outward expansion and focus on development intensification, the area that is covered by the Downtown Specific Plan was increased from approximately 445 acres (as estimated in the 1993 DTSP) to approximately 514 acres (16% increase). The expansion facilitates orderly development within the Downtown area and is intended to promote conservation of natural resources, provide upgrades to existing infrastructure, reinvest in older neighborhoods, and provide opportunities for a thriving, well-balanced downtown environment with a range of housing and employment opportunities while embracing the artistic and historic components of Ventura.

The DTSP includes the following "vision statement" for the Downtown:

> *Over the next ten years, Ventura will emphasize our history, culture and unique character to sustain the Downtown as our City's authentic heart – the pre-eminent arena for civic and artistic life and a preferred location for retail and office commerce.*

The DTSP also identifies the following as the eight overarching goals for the Downtown:

Ventura's Unique Character *- Preserve Ventura's special sense of place by insisting on standards of architecture, urban design and landscapingfor new development that complements the eclectic architecture and historic richness of our Downtown.*

1. ***California's New Art City*** *– Weave art and culture into the fabric of everyday life in the Downtown through the growth and expansion of cultural institutions and by nurturing creative and artistic expression in the public realm.*
2. ***Animating the Public Realm*** *- Maintain and enhance public features such as parks, streetscapes and open spaces. Provide access to our natural areas, including the hillsides and Ventura River and re-connect Downtown to the ocean. Encourage development and events that activate the public realm.*
3. ***Economic Vitality*** *- Establish Downtown as apreferred place to work as well as live or visit. Ensure the future economic stability of the Downtown by providing an active daytime workforce in offices and studios and by promoting successful retailing, tourism and the provision of high-wage, high value jobs.*
4. ***Housing Renaissance*** *- Provide high quality, urban housing for a diverse range of income levels. Encourage efficient utilization of the Downtown's limited land resources by promoting infill development.*
5. ***Mobility in Transportation*** *- Create an integrated transportation system that effectively serves the Downtown area, making the Downtown a place where people prefer to walk, bike or ride public transit rather than drive a car.*
6. ***"Park Once" Management Strategy -*** *Efficiently manage supply and demand for Downtown parking to accommodate visitor, commuter and residential parking needs.*
7. ***Sustainable Infrastructure -*** *Safeguard public health, safety and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems. Continue to ensure public services keep pace with new development in the Downtown.*

These goals are derived from the following General Plan Goals: *Our Natural Community*, *Our Well Planned and Designed Community*, *Our Prosperous Community*, *Our Accessible Community*, *Our Sustainable Infrastructure*, *Our Active Community*, *Our Creative Community* and *Our Involved Community*.

Required Approvals

The California Coastal Commission, City of Ventura Planning Commission and City Council will need to take the following discretionary actions in conjunction with the proposed DTSP:

- *Certification of an environmental impact report with findings; and*
- *Approval of a general plan amendment/local coastal program amendment to amend the map and text consistent with the updated Downtown Specific Plan; and*
- *Adoption of the DTSP by City Council Resolution; and*
- *Adoption of an ordinance amending the text and map of the City's Zoning Ordinance to incorporate relevant provisions of the Downtown Specific Plan development code and regulating plan; and*
- *Certification of the LCP amendment by the California Coastal Commission.*

ALTERNATIVES

This EIR examines six alternatives, as described below.

- **No Project (no new development) -** Under this alternative, no new development would occur Downtown and the Specific Plan area would remain in its current condition. This alternative essentially amounts to a moratorium on development with the Specific Plan area. In reality, this alternative is not feasible since current land use designations under the adopted DTSP would allow for new development. Moreover, this alternative would not implement the City's objectives for the Downtown.
- **No Project (no update to the DTSP) -** This version of the "no project" alternative is assumed to be growth accommodated through 2025 under the existing DTSP. Thus, development and redevelopment would continue to occur, per the guidelines of the 1993 DTSP. Based on recent observed growth rates, as reported in the 2005 General Plan EIR, it is presumed that the 1993 DTSP would accommodate a level of growth and development through 2025 that is comparable to that proposed in the 2006 DTSP update. The difference between development under the existing 1993 DTSP and the proposed update to the DTSP, would be that development within the DTSP area would lack many of the tools to guide development toward the updated vision of the 2005 General Plan. These tools include the new Development Code that guides architectural vision, catalytic projects (Multi-Modal Transit Center, Mission Park Cultural Arts Cluster, Beach Connections, and California Street Offramp Relocation), focus areas (Urban Core, Neighborhood Centers,

Triangle Site, and Beachfront Promenade), and the Downtown Parking Management Program (DPMP).

- **Reduced Residential Growth -** This alternative envisions reducing residential growth in the Downtown by 2,508 persons in order to remain within the SCAG citywide population projection of 123,645 for the year 2025. Based on the current average of 2.57 persons per dwelling unit (California Department of Finance, 2004), a net reduction of 976 residential units would be required, thus reducing the amount of residential development within the Specific Plan area to 624 units (1,600 under the DTSP minus 976). The net increase of 150,000 square feet of hotel space, 200,000 square feet of office space, and 150,000 square feet of retail space would still occur under this alternative.
- **Increased Population/Housing Growth -** This alternative considers a higher population growth rate and more housing development within the Downtown than is contemplated for the proposed project. Specifically, this alternative considers a 30% increase in housing development within the Downtown as compared to the proposed DTSP. This would amount to 480 units in addition to the 1,600 considered for the proposed project, or a total of 2,080 new units. The 30% increase would be consistent with the higher citywide growth rate used in the 2005 General Plan EIR, which considered a 0.88% average annual growth rate for Scenario 1 (the selected scenario) and a 1.14% average annual growth rate for all other scenarios. The 1.14% average annual rate is 30% higher than the selected 0.88% average rate. Based on the current citywide average of 2.57 persons per household, the 480 additional units would house an estimated 1,234 additional residents.
- **Increased Non-Residential Growth -** This alternative considers reduced residential growth (624 residential units, same as Alternative 3) along with increased office use of 400,000 square feet, 200,000 square feet of retail and 150,000 square feet of hotel. This alternative envisions reducing residential growth in the Downtown by 2,508 persons in order to remain within the SCAG citywide population projection of 123,645 for the year 2025. Thus, the unavoidably significant cumulative impact associated with exceedance of the AQMP/SCAG population forecast would be reduced to Class III, less than significant.

The No Project (no new development) alternative could be considered environmentally superior since it would have no impact. However, it would not meet the 2005 General Plan objectives for the Downtown or address existing infrastructure deficiencies. Among the remaining alternatives, either the Reduced Residential Growth, Increased Non-Residential Growth alternatives or the proposed DTSP could be considered environmentally superior. The Reduced Residential Growth and Increased Non-Residential Growth alternatives would incrementally reduce impacts as compared to the proposed DTSP in such issue areas as traffic and air quality. On the other hand, the proposed DTSP would better implement the 2005 General Plan goals relating to the creation of a vibrant, mixed use community in the Downtown

and would reduce pressure for lower density residential development at the periphery of the community by providing more housing within the Downtown.

AREAS OF PUBLIC CONTROVERSY

The primary area of known public controversy with respect to the DTSP update is the integration of redevelopment into an urbanized environment that is rich in historic resources. The DTSP aims to revitalize the downtown area without compromising the integrity of existing designated historic resources and assuring protection of as yet undesignated historic resources. The DTSP is essentially self mitigating through implementation of the City of Ventura Historic Preservation Regulations, HD Overlay Zone regulations, DTSP Historic Resource Design Guidelines, 2005 General Plan Policies and Actions in addition to DTSP Policies and Actions that would address impacts to designated historic resources and as yet undesignated historic resources.

INCORPORATION OF STUDIES, REPORTS AND OTHER DOCUMENTS

This EIR contains references to studies, reports and other documents that were used as a basis for, or a source of, information summarized in the body of the EIR. These documents are incorporated by reference in this EIR in accordance with Section 15150 of the CEQA Guidelines. Where a study, report or document is briefly cited or referred to for convenience in the body of this EIR, the reader may consult Section 7.0 of this document for the full citation.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table S-1 lists the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Each individual impact analysis subsection in Section 4.0, *Environmental Impact Analysis*, also includes a summary comparison of the impacts.

Class I impacts are defined as significant, unavoidable adverse impacts, which require a statement of overriding considerations pursuant to Section 15093 of the *CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are adverse, but less than adopted significance thresholds. Class IV effects are those where there is no impact or the effect would be beneficial.

As noted in Table S-1, most of the potential impacts associated with growth accommodated under the DTSP update can be mitigated to a less than significant level through implementation of proposed policies and actions. However, certain significant impacts could occur. The Class I and Class II impacts of this update to the DTSP are listed below.

Class I, Unavoidably Significant, Impacts

Solid Waste Disposal Facilities – The project's cumulative contribution (19%) to the City's long term generation of solid waste potentially exceeding disposal capacity (given that landfills serving the City are projected to close within or close to the timeframe of the DTSP).

Exceedance of SCAG/AQMP Population Forecast – The project's cumulative contribution (20%) to the City's potential exceedance of the Southern California Association of Government's and AQMP 2025 population growth projection for the City.

Class II, Significant but Mitigable, Impacts

Air Quality - Development of 1,600 residential units and 450,000 s.f. of commercial and office use under the DTSP would cumulatively generate operational and area emissions of ROG and NOx in excess of the 25 lb/day threshold. Operation of individual developments accommodated under the proposed DTSP would incrementally contribute to the exceedance, but may not individually exceed the 25 lb/day VCAPCD threshold. Thus, contributions to the City's existing Air Quality Mitigation Program (Ordinance 93-37), which is triggered by emissions in excess of 25 lbs/day would not mitigate the effects of combined development. However, payment of fees toward a Transportation Demand Management fund designed to capture incremental contributions by small individual developments would reduce this impact to a Class II, *significant but mitigable*, level.

- **Cultural Resources –** Development accommodated under the DTSP could adversely affect previously identified and as yet unidentified pre-historic archaeological resources. In addition, planned utility improvements as well as two catalytic projects - the Figueroa Street Beach Connection, and Mission Park Cultural Arts Cluster – would involve excavation and could potentially disturb known significant pre-historic archaeological resources. Goal 1, Policy 1A, Actions 1.9, and 1.10 of the DTSP in combination with mitigation (CR1a-b)requiring archaeological monitoring of excavations would reduce the potential for adverse effects to a level that is *less than significant* with mitigation.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
AIR QUALITY		
Impact AQ-1 Population growth anticipated under the DTSP would not by itself exceed the population forecasts of the Ventura County Air Quality Management Plan. Thus, the impact relating to AQMP consistency is considered Class III, *less than significant*.	None necessary.	The impact is less than significant without mitigation.
Impact AQ-2 Development of 1,600 residential units and 450,000 square feet of commercial and office use under the DTSP would generate operational and area emissions of ROC and NOx in excess of the 25 lbs/day threshold. Operation of individual developments accommodated under the proposed DTSP would incrementally contribute to the exceedance, but may not individually exceed the 25 lbs/day VCAPCD threshold. Thus, contributions to the City's existing Air Quality Mitigation Program (Ordinance 93-37), which is triggered by emissions in excess of 25 lbs/day would not mitigate the effects of combined development. However, payment of fees toward a Transportation Demand Management fund designed to capture incremental contributions by small individual developments would reduce this impact to a Class II, *significant but mitigable*, level.	**AQ-2 TDM Fund.** The following Action should be added to the DTSP to address air quality impacts: Specific Plan area developers shall contribute toward a Transportation Demand Management (TDM) Fund to be used to develop regional programs to offset air pollutant emissions associated with growth anticipated under the DTSP. The total amount that would be contributed to an off-site TDM Fund, based upon the methodology described in Ordinance 93-37, is $512,445. The amount provided by residential development would be about 74% of this total, or $379,209. The amount provided by commercial development would be 26% of the total, or $133,236. Applicants for residential developments that would generate a net increase in units would pay $237/unit (assuming 1,600 residential units). Applicants for commercial development that would generate a net increase in building area would pay $0.30/square foot (assuming a total of 450,000 square feet). These fee estimates include an adjustment for inflation, but may be further adjusted by the City over time if development totals or emission factors change. The TDM funds shall be used to finance City programs to reduce regional air pollutant emissions. Specific mitigation measures that could be undertaken using the TDM fund include, but are not limited to, enhanced public transit service, vanpool programs/ subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities.	Implementation of the above mitigation measure in association with development accommodated under the Specific Plan would reduce operational impacts to a level that is less than significant. This mitigation measure has been added to the Final DTSP as Action 6.9.
Impact AQ-3 Construction of individual projects accommodated under the DTSP would result in temporary emissions of air pollutant emissions. The Ventura County APCD has not adopted significance thresholds for	Although construction-related impacts are not considered significant, the 2005 General Plan includes an action that requires all contractors working in the City to implement construction mitigation measures included in the most recent version of Ventura County APCD's	Less than significant.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
construction impacts because of their temporary nature; therefore, impacts would be Class III, *less than significant*. Nevertheless, implementation of standard emission and dust control techniques will be required on all future development per 2005 General Plan Action 7.23.	Ventura County Air Quality Assessment Guidelines. Thus, because the impact is less than significant, and because the 2005 General Plan includes an action that addresses air quality effects from construction activity, no additional mitigation is necessary.	
Impact AQ-4 Increased traffic congestion associated with projected growth under the DTSP would potentially increase carbon monoxide (CO) concentrations at congested intersections. However, because intersections are forecast to operate at LOS **C** or better, CO hotspots are not anticipated. Impacts relating to CO "hot spots" are therefore considered Class III, *less than significant*.	None required.	Significant impacts associated with CO "hot spots" are not expected. Implementation of recommended transportation improvements would be expected to ensure that CO concentrations remain within state and federal standards throughout the study area.
CULTURAL RESOURCES		
Impact CR-1 Development accommodated under the DTSP could adversely affect previously identified and as yet unidentified pre-historic archaeological resources. In addition, planned utility improvements as well as two catalytic projects - the Figueroa Street Beach Connection, and Mission Park Cultural Arts Cluster – would involve excavation and could potentially disturb known significant pre-historic archaeological resources. Goal 1, Policy 1A, Actions 1.9, and 1.10 of the DTSP in combination with 2005 General Plan Policies and Actions in addition to mitigation for excavation would reduce impacts to a Class II, *significant but mitigable* level .	**CR-1a Archaeological Monitoring.** A City-qualified archeologist and Native American monitor shall be present during excavation in streets and beneath 19th and early 20th century structures. In the event archaeological materials are encountered during excavation, work shall be stopped immediately or redirected while the archaeologist and Native American monitor evaluate the significance of the material. If the artifacts are found to be significant, the City shall conduct a data recovery program consistent with City and County archeological mitigation guidelines. After the find has been appropriately mitigated, work in the area may resume. A qualified Native American monitor shall oversee any mitigation work associated with prehistoric cultural material. The City will provide an educational briefing to workers at the site to inform them of the high sensitivity of the resources, and to inform them of the legal prohibitions against collecting or disturbing artifacts. **CR-1b Coroner Notification.** If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant	DTSP Policy 1A and Actions 1.9 and 1.10 would assure that archaeological sensitivity maps are current and General Plan Policy 9.14 and Action 9.14 would assure that all nearly all development within the DTSP would be subject to archaeological investigation (within Coastal Zone). In cases where known resources are present, recommendations of the archaeological investigations would be the basis for mitigation and General Plan Action 9.15 would further ensure suspension of development activity if resources are found. Thus adverse effects to known resources are less than significant due to these DTSP and

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).	General Plan Policies and Actions. In areas where previously undocumented archaeological resources might exist, mitigation measures CR-1a and CR-1b would ensure that excavation activities are monitored by qualified professionals for the presence of resources, and in the event resources are discovered, proper treatment of the resources would follow. Thus, development that would be accommodated under the DTSP would not adversely affect archaeological resources due to incorporation of mitigation and adherence to existing DTSP and General Plan Policies and Actions.
Impact CR-2 Planned streetscape improvements along Figueroa Street, Thompson Boulevard and Ash Street in addition to redevelopment within the West End Neighborhood Town Center and Mission area Cultural Arts Village could potentially affect designated historic resources. Implementation of proposed DTSP policies and actions, in combination with existing regulatory requirements and 2005 General Plan Policies and Actions, would address potential impacts to these resources. Therefore, impacts are considered Class III, *less than significant*.	Implementation of the City of Ventura Historic Preservation Regulations, HD Overlay Zone regulations, 2005 General Plan Policy (9D) and Actions (9.16 - 9.19) in addition to DTSP Policy (1A) and actions (1.1 - 1.8) would address impacts to designated historic resources. No additional mitigation is necessary.	Implementation of policies and actions included in the DTSP and the 2005 General Plan in combination with the Historic Preservation Regulations and HD Overlay Zone would reduce potential impacts to historic resources to a less than significant level.
LAND USE and PLANNING		
Impact LU-1 The DTSP could be found to be consistent with applicable policies and actions of the 2005 General Plan. Impacts would be Class III, *less than significant*.	None required.	Less than significant.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
Impact LU-2 The DTSP could be found to be consistent with applicable policies of the California C*oastal Act. Impacts would be Class III, less than significant*.	None required.	Less than significant.
Impact LU-3 The DTSP could be found to be consistent with SCAG Regional Comprehensive Plan and Guide (RCPG) Growth Management, Air Quality, Outdoor Recreation, and Water Quality policies. Impacts would be Class III, *less than significant*.	None required.	Less than significant.
Impact LU-4 The DTSP could be found to be consistent with the Southern California Association of Governments' Regional Transportation Plan (RTP). Impacts would be Class III, *less than significant*.	None required.	Less than significant.
TRANSPORTATION and CIRCULATION		
Impact TC-1 Growth accommodated under the DTSP would add traffic to the local circulation system. However, future levels of service are projected to remain within City standards at all study area intersections. Therefore, impacts would be Class III, *less than significant*.	None required.	Less than significant.
Impact TC-2 Implementation of the DTSP policies would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking. Impacts relating to alternative transportation are considered Class IV, *beneficial*.	None required.	Less than significant.
Impact TC-3 The placement of new residential development along heavily traveled thoroughfares could potentially create hazards for pedestrians; however, roadway design features proposed under the DTSP would generally reduce the potential for traffic hazards. Impacts are considered Class III, *less than significant*.	None required.	Less than significant.
Impact TC-4 Implementation of the DTSP policies would manage parking based on the Downtown Parking Management Program (DPMP) and enhanced mobility. A significant effect with respect to parking commonly occurs when parking supply is not adequate to accommodate forecasted demand; however, in this instance, the DTSP incorporates the DPMP, which describes minimum parking requirements, parking regulations,	None required.	Less than significant.

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
installation of parking meters, establishment of a commercial and residential Parking Benefit Districts as well as the location for future structured parking. Therefore, the impact with respect to parking supply is considered Class III, *less than significant*.		
UTILITIES and SERVICE SYSTEMS		
Impact U-1 **Water** Development accommodated under the DTSP would increase water demand. Projected water supplies are sufficient to meet demand increases. Water conveyance infrastructure upgrades are needed in the Downtown area, but the DTSP specifies replacement of deficient infrastructure prior to or in conjunction with new development. Because such replacement can be achieved without significant secondary effects, impacts are considered Class III, *less than significant*.	None required. Implementation of DTSP actions would provide needed water system upgrades. Mitigation is not required.	Capital improvements included in the DTSP would address potential impacts relating to water conveyance infrastructure. Impacts related to water supply and reliability would not be significant.
Impact U-2 **Wastewater** New development accommodated under the DTSP would increase wastewater generation. Projected future wastewater flows to the City's wastewater treatment plant would remain within the current plant capacity. Many Downtown sewer lines are deficient and in need of replacement; however, the DTSP specifies replacement of these lines prior to or in conjunction with new development. Ordinance 2006-003 requires payment of fees based on development of residential units and square footage of non-residential development to fund necessary improvements. DTSP Action 8.17 states new development shall not be allowed until adequate public services and facilities to serve such development are provided. Therefore, because the improvements are planned, a source of funding is present and a mechanism is in place to prevent development prior to improvements, impacts are considered Class III, *less than significant.*	None required. Implementation of DTSP Action 8.17 in combination with Ordinance 2006-003 would provide needed sewer system upgrades prior to occupancy of development within the DTSP Area. Potentially adverse secondary impacts to archaeological resources are mitigated through mitigation measures CR-1(a-b). Thus, no additional mitigation is required.	With implementation of proposed DTSP actions, ordinance 2006-003, and mitigation measures (CR-1(a-b) impacts relating to wastewater infrastructure would be less than significant. .
Impact U-3 **Drainage** The Downtown storm drain system currently has a number of	Implementation of DTSP actions and standards requirements of the NPDES General Construction Permit and Ventura	Storm drain impacts would be less than significant without

Table S-1
Summary of Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
deficiencies. However, the Specific Plan area development would have a negligible effect on the storm drain system and the DTSP includes mechanisms to address these deficiencies. Therefore, impacts to the local storm drain system are considered Class III, *less than significant*.	County SQUIMP would reduce impacts to the local storm drain system to a less than significant level; therefore, mitigation is not required. Drainage systems that need to be upgraded are located underneath existing streets; therefore, line replacement would not be expected to disturb important biological resources. However, as discussed in Section 4.2 *Cultural Resources*, Impact CR-1, there is potential to disturb archaeological resources. However, mitigation has been included (CR-1(a-b)) that would require monitoring of excavation activities by a qualified archaeologist and Native American monitor. Therefore, this potentially adverse secondary impact has been mitigated to a level that is less than significant. Storm drainage improvements may involve temporary traffic disruption as well as temporary noise and air quality impacts. However, such impacts could be reduced to a less than significant level through implementation of standard traffic, noise, and dust controls.	additional mitigation.
Impact U-4 **Solid Waste** Development accommodated under the DTSP would not generate solid waste exceeding the capacity of local landfills. Therefore, the proposed project's impact is considered Class III, *less than significant.*	None required. The DTSP's impacts to solid waste disposal facilities would not be significant; therefore, mitigation is not required. Specific Plan area developers would participate in current and planned City recycling and waste diversion programs.	Project impacts would be less than significant without mitigation

1.0 INTRODUCTION

This document is a Final Environmental Impact Report (EIR) that evaluates the environmental impacts that could occur as a result of the growth and development envisioned in the City of San Buenaventura's (Ventura) 2006 Downtown Specific Plan (DTSP). The EIR has been prepared in accordance with the requirements of the California Environmental Quality Act ((CEQA) Title 14. California Code of Regulations, Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Article 7. EIR Process.

The DTSP is an update to the 1993 DTSP. The EIR analysis focuses on the possible physical effects of two primary components of the proposed Specific Plan: (1) physical development potential; and (2) the goals/policies and subsequent action items/ implementation measures.

This section: (1) provides an overview of the background behind the DTSP; (2) describes lead, responsible, and trustee agencies for the EIR; (3) describes the purpose of and legal authority of the document; (4) summarizes the scope and content of the EIR; and (5) provides a synopsis of the environmental review process required under CEQA.

The contents of other EIR sections are as follows:

- *Section 2.0, Project Description, provides a detailed discussion of the proposed DTSP.*
- *Section 3.0, Environmental Setting, describes the general environmental setting for the downtown area and the City of Ventura.*
- *Section 4.0, Environmental Impact Analysis, describes the environmental effects associated with implementation of the DTSP.*
- *Section 5.0, Other CEQA Requirements, discusses issues such as growth inducement and significant irreversible environmental effects.*
- *Section 6.0, Alternatives, discusses alternatives to the proposed DTSP, including the CEQA-required "no project" alternative.*
- *Section 7.0, References and Preparers, lists informational sources for the EIR and persons involved in the preparation of the document.*

1.1 SPECIFIC PLAN BACKGROUND

In 1993, the City of Ventura adopted the DTSP, which guided more than a decade of successful revitalization in downtown Ventura. Among the major accomplishments achieved under the 1993 Specific Plan are:

- *The revitalization of Main and California Streets as the "central spines of activity" within Downtown, fulfilling the 1993 Specific Plan vision that Downtown would be the "logical place to go find one's friends, have a cup of coffee, buy a book, or simply relax and watch the people go by"*
- *Construction of a new Cineplex, public parking structure, and streetscape improvements that have helped achieve the goal of "infusing the streets with activity throughout the day and evening"*

- *Construction of new housing developments that live up to the aims of "insuring a diverse residential population" and "demanding the highest quality in new development"*

Despite the successes achieved under the 1993 Specific Plan, it had become apparent by 2002-2003 that the Specific Plan was in need of a revision to reflect changing circumstances and reevaluate the community's shared vision for the future growth and development of Downtown. Preparation of the 2006 DTSP began around that time, beginning with tours of Downtown with key stakeholders and participation in the Creative Cities exercises of December 2002. Subsequently, the City held a series of public workshops to share findings and recommendations, held a three-day coding charette, and held numerous discussions about the Specific Plan with the Planning Commission and City Council. Finally, the City commissioned a number of special technical studies aimed at providing the foundation of new policies, programs, and actions incorporated into the DTSP. These include:

- *Downtown Marketing Opportunities Assessment*
- *Conceptual Planning Study for a Multi-Modal Transportation Center*
- *Downtown Parking Study*
- *Downtown Streetscapes Study*
- *Historic Landmarks and Districts Report*
- *Sewer Deficiency Study*
- *Downtown Parking and Mobility Plan*

The 2006 DTSP incorporates applicable input and recommendations from all of the above community exercises and technical studies.

1.2 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The City of Ventura is the Lead Agency for this EIR under CEQA. The City has primary discretionary authority to determine whether or how to approve the DTSP.

In addition to the City, other public agencies have discretionary authority over certain aspects of the DTSP. These agencies, called "Responsible Agencies," are responsible for carrying out or approving components of the DTSP. Section 15381 of the *State CEQA Guidelines* defines a "responsible agency" as:

> *A public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project.*

The only "responsible agency" for the DTSP is the California Coastal Commission, which retains review authority because much of the Specific Plan area is within the coastal zone.

Though not responsible for approval of the DTSP, the Ventura County Transportation Commission (VCTC) and Caltrans are responsible for the review and approval of future regional

transportation improvement projects (design, funding, and construction) that may be approved in concept as part of the DTSP. Similarly, the Ventura County Watershed Protection District has review and permit authority over alterations to flood control facilities, while the Los Angeles Regional Water Quality Control Board (RWQCB) has permit authority over projects with the potential to affect surface water quality under the Clean Water Act.

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have legal authority over approving or carrying out the project. *CEQA Guidelines* Section 15386 designates four agencies as Trustee Agencies: (1) the California Department of Fish and Game with regards to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; (2) the State Lands Commission, with regard to state-owned "sovereign" lands, such as the beds of navigable waters and state school lands; (3) the California Department of Parks and Recreation, with regard to units of the state park system; and, (4) the University of California, with regard to sites within the Natural Land and Water Reserves System. None of these agencies would be trustee agencies for the DTSP because Specific Plan implementation would not affect any resources under the agencies' jurisdiction. However, the initial study identified potential for significant impacts with respect to air quality and cultural resources. These public resources are overseen by the Ventura County Air Pollution Control District (VCAPCD) and Native American Heritage Commission (NAHC). Thus the VCAPCD and NAHC are identified as trustee agencies.

1.3 PURPOSE AND LEGAL AUTHORITY

This EIR is as an informational document for use in the City's review and consideration of the proposed DTSP. The Specific Plan will guide subsequent actions taken by the City in its review of new development projects and its establishment of new and/or revised programs. The EIR will also be used by various responsible agencies (listed above) to facilitate informed decision-making with respect to their discretionary authority over the project.

The EIR has been prepared in accordance with the requirements of CEQA and the *State CEQA Guidelines*. In accordance with Section 15121(a) of the *State CEQA Guidelines* (California Code of Regulations, Title 14, Division 6, Chapter 3), the purpose of an EIR is to:

> *Inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

This EIR fulfills the requirements for a Program EIR. Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and contain a more comprehensive discussion of impacts, alternatives, and mitigation measures than a Project EIR. As provided in Section 15168 of the *State CEQA Guidelines*, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as Lead Agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures. It also provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required if the Program EIR addresses all of the impacts of the subsequent activity [Guidelines Section 15168(c)]. When a Program EIR is relied on for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities [Guidelines Section 15168(c) (3)]. If a subsequent activity would have effects not identified in the Program EIR, the Lead Agency must prepare a new Initial Study, leading to either a Negative Declaration (ND), a Mitigated Negative Declaration (MND), or an EIR.

The *CEQA Guidelines* [Section 15168(b)] encourage the use of Program EIRs, citing five advantages:

- *Provision of a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR*
- *Focus on cumulative impacts that might be slighted in a case-by-case analysis*
- *Avoidance of duplicative reconsideration of basic policy issues*
- *Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them*
- *Reduction of paperwork by encouraging the reuse of data (through tiering)*

1.4 EIR SCOPE AND CONTENT

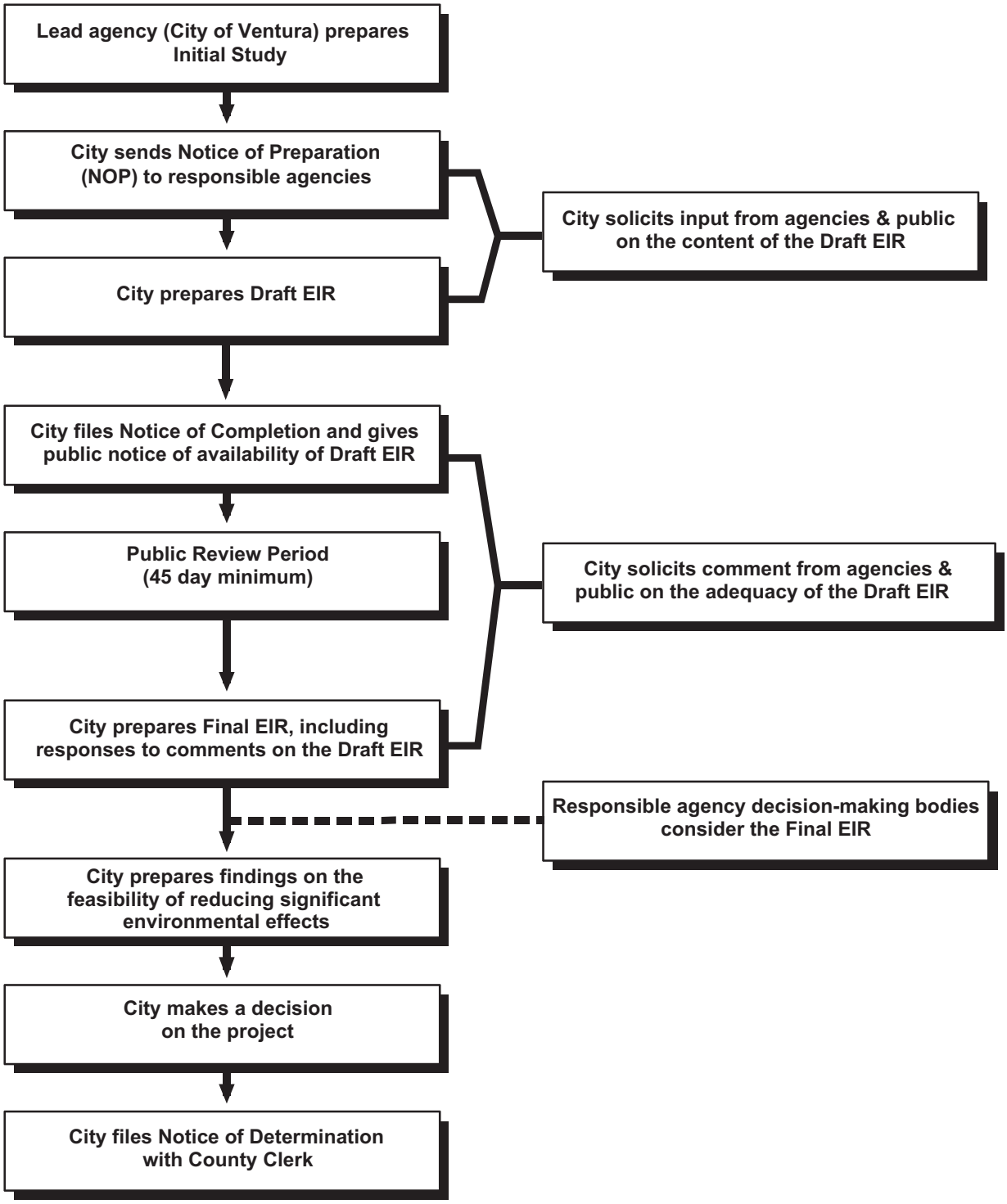
In accordance with the *CEQA Guidelines*, the City of Ventura issued a Notice of Preparation (NOP) of an EIR in May 2006. The NOP was accompanied by an Initial Study that identified which issue areas may incur significant environmental effects and therefore warranted further analysis in an EIR. The Initial Study identified the following issue areas as having potentially significant effects to be analyzed in the EIR:

- *Air Quality*
- *Cultural and Historic Resources*
- *Land Use and Planning*
- *Transportation/Traffic*
- *Utilities/Service Systems*

The City also held a public scoping meeting for the DTSP EIR to solicit comments on the scope and content of the EIR. The meeting was held on May 24, 2006. No significant new environmental issues were raised at the meeting. Project alternatives, coastal act uses (tourist, commercial) along the Beachfront Promenade and at the Triangle Site (Focus Areas D and C, respectively) were discussed in addition to the overall analysis, incorporation of public input, and an estimated timeline for completion.

1.5 ENVIRONMENTAL REVIEW PROCESS

The environmental review process, as required under CEQA, is illustrated generally on Figure 1-1.



CEQA Environmental Review Process

Figure 1-1

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2.0 PROJECT DESCRIPTION

The proposed project is the 2006 Downtown Specific Plan (DTSP). The DTSP, replaces the 1993 Downtown Specific Plan, and establishes the community's vision for the development of Downtown Ventura.

This section of the EIR describes the key characteristics of the DTSP, including the project proponent, the geographic extent of the plan, project objectives, required approvals, and the level of growth and development anticipated in Downtown. This section also summarizes the key policy statements that have the potential to result in physical environmental effects.

2.1 PROJECT PROPONENT

City of Ventura
501 Poli Street
Ventura, California 93001

2.2 GEOGRAPHIC EXTENT OF THE SPECIFIC PLAN AREA

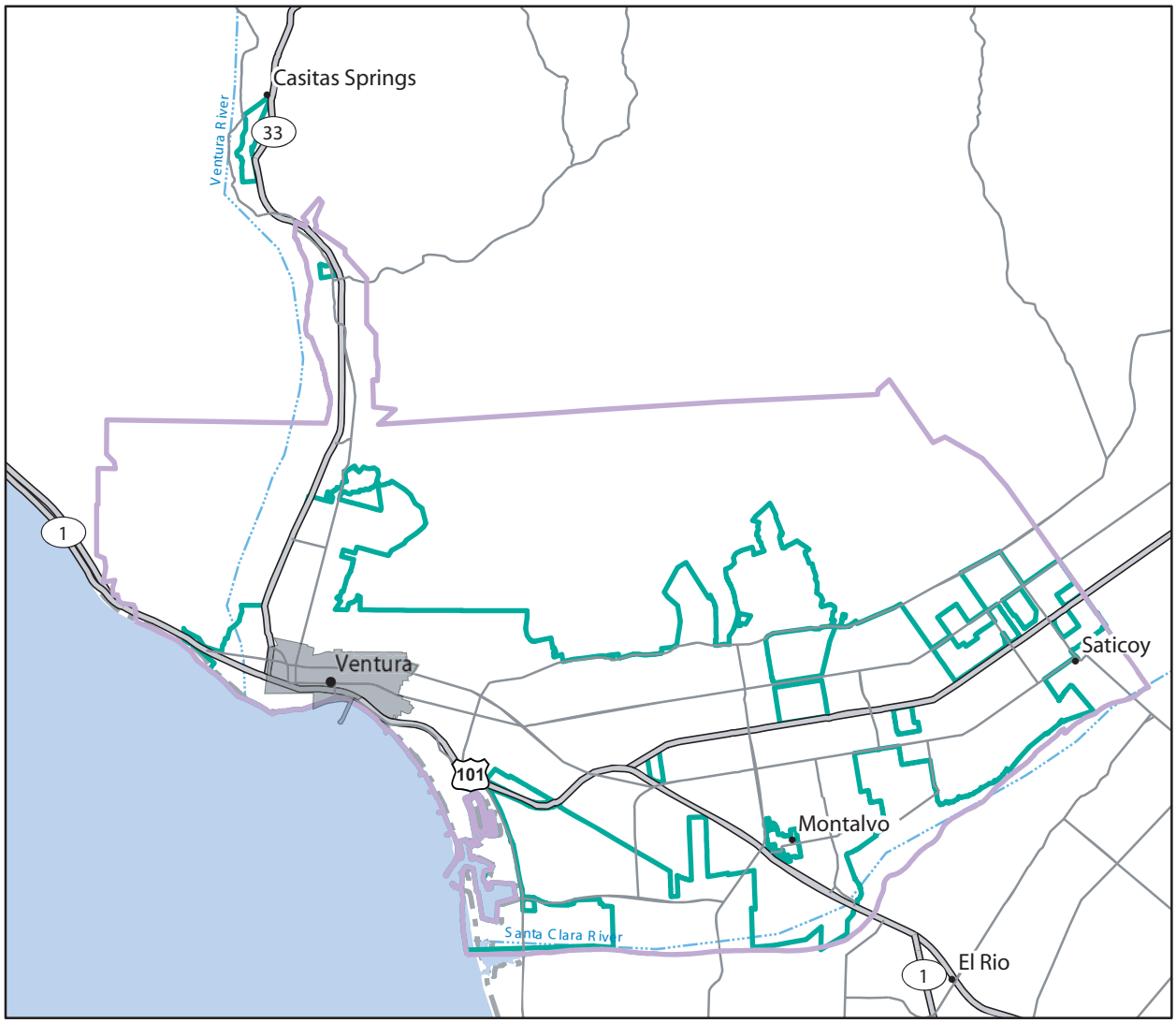
The Downtown Specific Plan area is located in the City of Ventura. The City is located in western Ventura County, approximately 60 miles north of Los Angeles and 25 miles south of Santa Barbara. Figure 2-1 shows the location of the City within the southern California region.

The Specific Plan area covers an area of approximately 514 acres bounded generally by the Pacific Ocean to the south; the foothills to the north; State Highway 33 to the west; and Sanjon Road to the east (see Figure 2-2).[1] The Specific Plan area includes the City's entire Redevelopment Project Area. In addition, the majority of properties lie within the Coastal Zone as defined by the California Coastal Act of 1976, and the City's approved Local Coastal Program (LCP).

2.3 DOWNTOWN SPECIFIC PLAN OBJECTIVES

The DTSP is intended to function as a policy document to guide land use decisions within the City's Downtown through 2025, tiering off the 2005 General Plan FEIR, which was certified in August 2005. The 2005 General Plan FEIR is incorporated by reference and is available for review at the Community Development Department and on the City's website (http://www.cityofventura.net/depts/comm_dev/enviro_plan/environmental_impact.asp). The DTSP includes goals, policies, and implementation programs, as well as a Development Code, Historic Resource Design Guidelines and a Streetscape Plan for Downtown. The DTSP is designed to implement goals of the General Plan through development intensification (Scenario

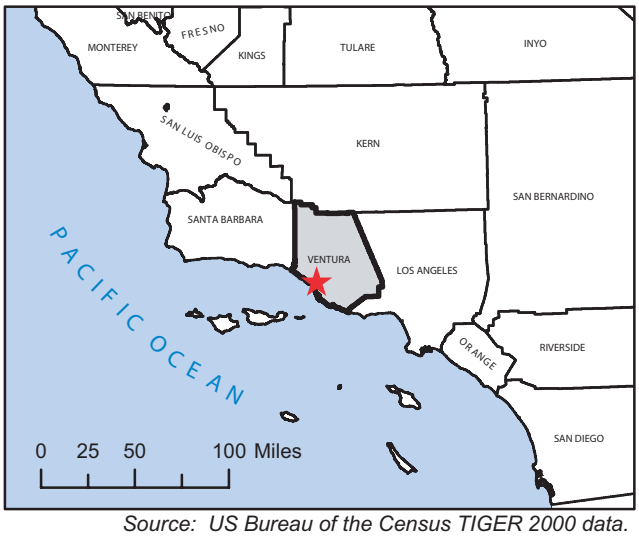
[1] *The specific plan area has been calculated at 514.4 acres based on the current plan boundary. The boundary shifted slightly after the release of the Draft EIR. In addition, the acreage estimate was revised based on a more refined methodology. The result was a slight reduction in the overall estimated plan area acreage. However, growth estimates for the plan area have not changed and continue to be based upon the estimates included in the 2005 General Plan EIR.*



0 1 2 3 4 Miles

Project Location
City Planning Area
City Limits
Downtown Specific Plan Area

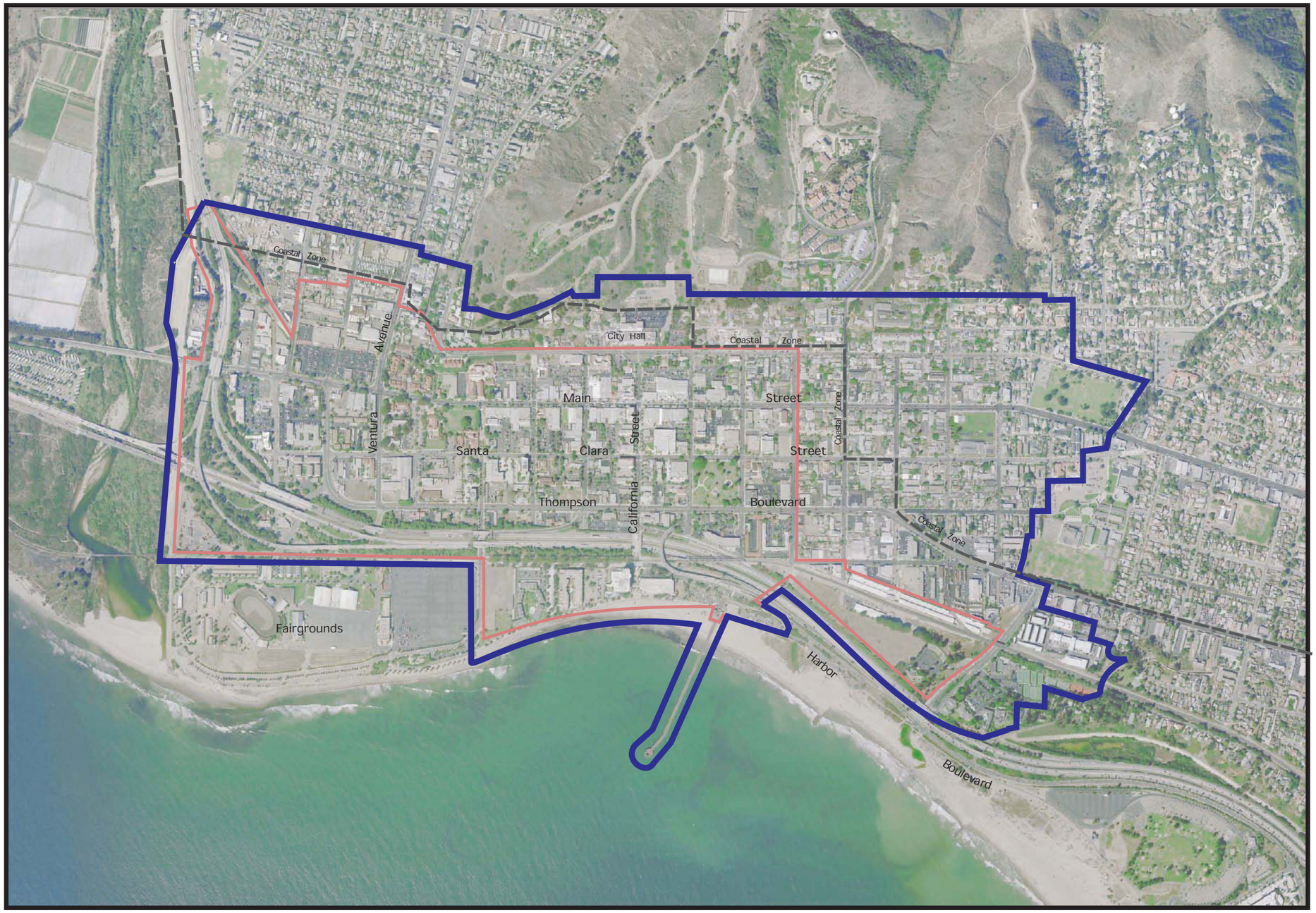
N



Source: US Bureau of the Census TIGER 2000 data.

Regional Location

Figure 2-1



CITY OF
SAN BUENAVENTURA

Aerial View

(2002 Photography)

LEGEND

- Specific Plan Boundary
- Redevelopment Project Area Boundary
- Coastal Zone Boundary

0' 400' 800' 1600'

N

Downtown Specific Plan Area

Figure 2-2

Source: City of San Buenaventura, December 2006.

1 in the 2005 General Plan FEIR), which has been prioritized over expansion into the City's periphery (Scenarios 2-6 in the 2005 General Plan FEIR). As a result of the City's decision to limit outward expansion and focus on development intensification, the area that is covered by the Downtown Specific Plan was increased from approximately 445 acres (as estimated in the 1993 DTSP) to approximately 514 acres (16% increase). The expansion facilitates orderly development within the downtown area and is intended to promote conservation of natural resources, provide upgrades to existing infrastructure, reinvest in older neighborhoods, and provide opportunities for a thriving, well-balanced downtown environment with a range of housing and employment opportunities while embracing the artistic and historic components of Ventura.

The DTSP includes the following "vision statement" for the Downtown:

> *Over the next ten years, Ventura will emphasize our history, culture and unique character to sustain the Downtown as our City's authentic heart – the pre-eminent arena for civic and artistic life and a preferred location for retail and office commerce.*

The DTSP also identifies the following as the eight overarching goals for the Downtown:

1. ***Ventura's Unique Character*** *- Preserve Ventura's special sense of place by insisting on standards of architecture, urban design and landscaping for new development that complements the eclectic architecture and historic richness of our Downtown.*
2. ***California's New Art City*** **–** *Weave art and culture into the fabric of everyday life in the Downtown through the growth and expansion of cultural institutions and by nurturing creative and artistic expression in the public realm.*
3. ***Animating the Public Realm*** **-** *Maintain and enhance public features such as parks, streetscapes and open spaces. Provide access to our natural areas, including the hillsides and Ventura River and re-connect Downtown to the ocean. Encourage development and events that activate the public realm.*
4. ***Economic Vitality*** *- Establish Downtown as a preferred place to work as well as live or visit. Ensure the future economic stability of the Downtown by providing an active daytime workforce in offices and studios and by promoting successful retailing, tourism and the provision of high-wage, high value jobs.*
5. ***Housing Renaissance*** **-** *Provide high quality, urban housing for a diverse range of income levels. Encourage efficient utilization of the Downtown's limited land resources by promoting infill development.*
6. ***Mobility in Transportation*** **-** *Create an integrated transportation system that effectively serves the Downtown area, making the Downtown a place where people prefer to walk, bike or ride public transit rather than drive a car.*
7. ***"Park Once" Management Strategy*** **-** *Efficiently manage supply and demand for Downtown parking to accommodate visitor, commuter and residential parking needs.*
8. ***Sustainable Infrastructure*** **-** *Safeguard public health, safety and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems. Continue to ensure public services keep pace with new development in the Downtown.*

These goals are derived from the following General Plan Goals: *Our Natural Community, Our Well Planned Community, Our Prosperous Community, Our Accessible Community, Our Sustainable Infrastructure, Our Active Community, Our Creative Community and Our Involved Community*. Specific actions proposed to meet the DTSP's eight overarching goals are described in Sections 2.4 through 2.6.

2.4 DOWNTOWN SPECIFIC PLAN DEVELOPMENT CODE

The DTSP includes a Development Code that will regulate land use within the Specific Plan area. The Development Code, on the whole, functions separately from the City's conventional Zoning Regulations. As a departure from the 1993 Downtown Specific Plan, every evaluation standard necessary to design a project is now located within the DTSP. However, to provide for smooth administration of the Code, the DTSP continues to rely upon the Chapter 24 Zoning Regulations for permit processing procedures (e.g., noticing, hearing, appeals, and expiration procedures). Zoning Regulation evaluation standards are relied upon in limited and unique circumstances as noted throughout the Code.

The Development Code's approach to regulating neighborhood character and building design begins from larger to smaller scale. The focus is broad and, through an integrated design process, revealed in the form of schematic plans for individual buildings.

At its broadest scale, the Development Code fulfills the Transect described in the 2005 General Plan through prescriptive measures located within the Urban Standards, including Mixed Type Development Standards. These are described below.

2.4.1 Urban Standards

Urban Standards pertain to the scale of neighborhoods. The Standards pertain to six zones (T4.1, T4.2, T4.3, T4.4, T5.1, and T6.1) that affect development form and intensity. These include:

- *Urban General 1 (T4.1)*
- *Urban General 2 (T4.2)*
- *Urban General 3 (T4.3)*
- *Thompson Corridor (T4.4)*
- *Neighborhood Center (T5.1)*
- *Urban Core (T6.1)*

The Urban Standards also include specific design requirements for the Main Street Frontage (in zone T4.1), and Figueroa Street Frontage (in zone T5.1). Additional designations include a Civic Building Reserve and a Parks and Open Space Reserve. The Civic Building Reserve and Parks and Open Space Reserve districts are not regulated by the Urban Standards. Any development proposed in those areas is intended to be unique to the existing character of the area. Development in the Reserve districts will serve as public focal points and the City encourages creativity in design. As such, development proposed in the Civic Building Reserve and Parks and Open Space Reserve is subject to Design Review and requires approval of a

Warrant. Overlays include the Westside Workplace Overlay, Hillside Overlay and Eastside Workplace Overlay.

The zones that are proposed are based on the desired intensity and building scale for specific areas. The Urban Core (T5.1) and Neighborhood Center (T6.1) zones facilitate dense, commercial, retail, and mixed-use development, while the outer-lying Urban General zones (T4.1, T4.2 and T4.3) are scaled primarily toward residential use and neighborhood character. The Thompson Corridor (T4.4), Main Street Frontage (within zone T4.1), and Figueroa Frontage (within zone T5.1) are intended to improve the quality of three unique Downtown corridors. The Civic Building Reserve and Parks and Open Space Reserve are intended to retain public open spaces and buildings.

Figure 2-3 shows the Specific Plan's regulating plan, which illustrates the location of the various proposed zones regulated by the Development Code. Table 2-1 shows the permit requirements for various land uses in each of the Specific Plan zones, while Table 2-2 summarizes the height and setback requirements for examples of each zone. Land uses not listed in Table 2-1 are prohibited in the Downtown Specific Plan area.

2.4.2 Mixed Type Development

This section regulates the development of large parcels or parcel assemblages. The intent is to generate buildings whose massing and articulation reflects the scale of the historic downtown development pattern, and to prevent large monolithic and repetitive buildings. Large development projects shall be composed of multiple structures and/or shall be designed to have the appearance of multiple independent buildings. A variation in building height and a mix of various building and dwelling types within the same project is required in order to reflect the scale and the rhythm of the historic lotting pattern that characterizes Downtown Ventura.

Any parcel or parcel assemblage with a contiguous area of 30,000 sf or more shall be developed as Mixed Type Development in accordance with the standards. Parcels or parcel assemblages with a contiguous area less than 30,000 sf may also be developed as Mixed Type Development.

Each building within a Mixed Type Development shall comply with the applicable requirements in the Urban Standards, Building Types Standards and Design Guidelines. However, standards and requirements shall be amended as follows:

A. *Street Setback: For buildings not abutting a street this requirement shall be waived. Buildings shall instead conform with the dimensions and requirements for semi-public paseos and/or courtyards.*
B. *Access: For buildings not abutting a street pedestrian access shall be taken directly from a paseo or courtyard that functions as the extension of the public realm.*
C. *Side and/or Rear Setback: The overall project site shall be governed by the applicable Urban Standards. Nominal lots shall be governed by the interior side setback for the applicable zone as per the Urban Standards.*

In addition, per Section 2.40.050 the following Mixed Type Development Standards would also be applied.

A. Mix of Building Types

1. *Developments on parcels or parcel assemblages between 30,000 sf and 50,000 sf shall be composed of at least 2 buildings which may be of the same or different building types as allowed by the applicable zone.*
2. *Developments on parcels or parcel assemblages exceeding 50,000 sf shall be composed of at least 3 buildings which may be of the same or different building types as allowed by the applicable zone.*
3. *Stacked Dwellings are generally not permitted in the downtown as they do not contribute much to enliven the street facade and do not provide direct street access for individual dwelling units. However, Mixed Type Developments allow for the inclusion of Stacked Dwellings if they are integrated into the overall design of a project. Stacked Dwelling building type shall comprise no more than 30% of the total number of units and are encouraged to be located toward the rear of a lot.*

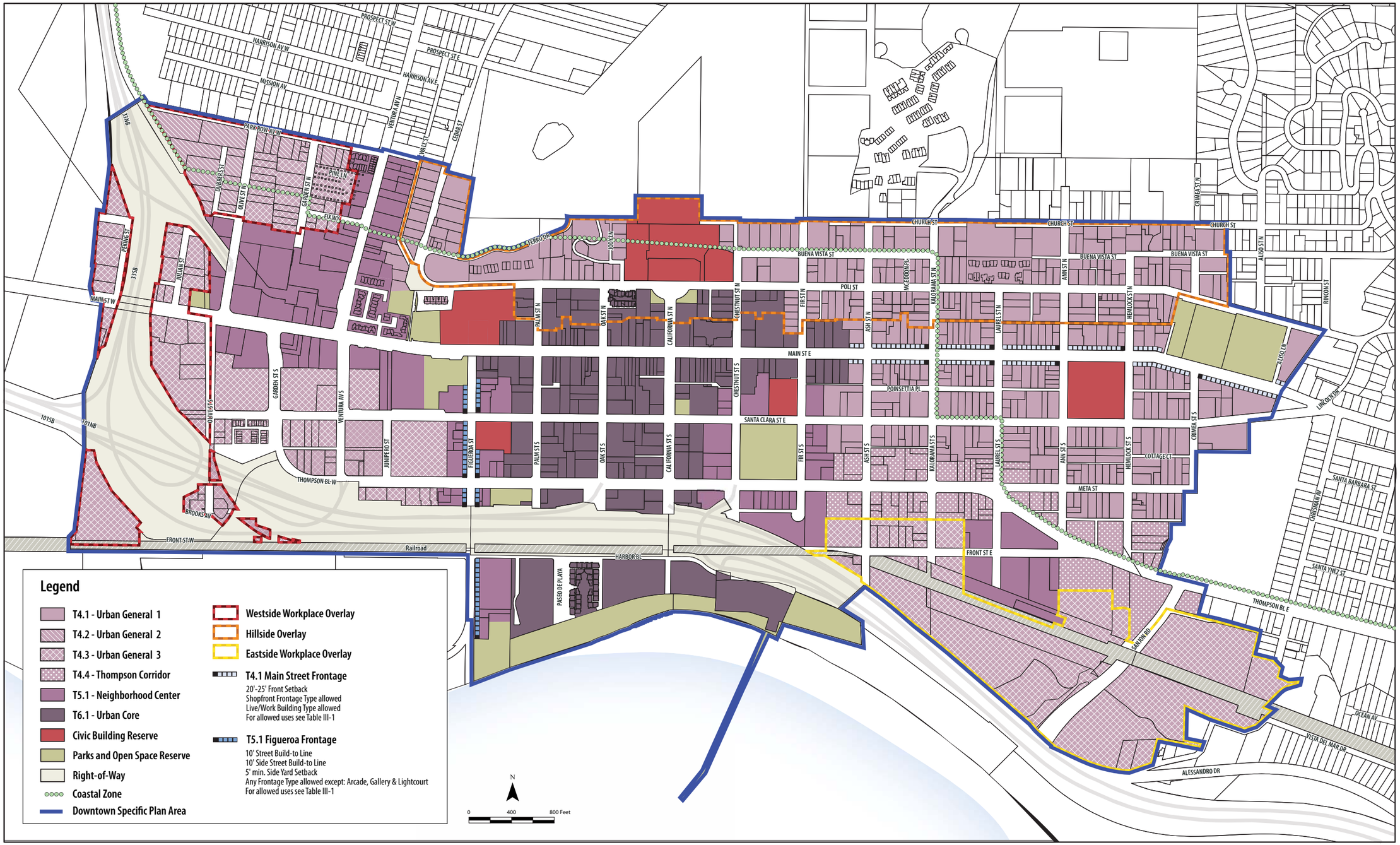
B. Pedestrian Access

The relatively large downtown blocks and resulting deep lots often accommodate buildings within the block that do not necessarily have direct frontage on any of the block bounding streets. These standards aim at ensuring that all dwelling units and/or residential lobbies independent of their location within a block have access to and are connected with the public realm and thus the life of the city. To that end, the public realm shall extend into the block in the form of new streets, paseos and/or interconnected courtyards that provide direct access to a public street. Paseos and courtyards are limited to pedestrian traffic, and in no case may a vehicular driveway be the sole means of access to a dwelling. Permitted building types shall be arranged around and take their primary access from this semi-public extension of the public realm. Semi-public paseos and courtyards that serve as an extension of the public realm shall have the following minimum dimensions and setbacks:

1. *Paseos shall be a minimum of 15 feet wide between primary building walls. Architectural encroachments are not permitted.*
2. *Courtyards shall be at minimum 30 feet wide for North/South oriented courtyards, or 40 feet wide for East/West oriented courtyard. See Article III, subsection 3.10.120 for further detail. Architectural encroachments are permitted as per Urban Standards.*

C. Vehicular Access

1. *Parking shall be accessed from new internal streets, alleys or driveways. Cul-de-sacs and dead end streets are prohibited unless topographical constraints prohibit through streets. Alleys may be dead-end if they allow for future connection to adjacent parcels. Garage doors shall face alleys or driveways. Flag lots are prohibited.*
2. *Thoroughfares shall fluctuate in design (i.e., travel lane widths, sidewalk widths, landscaping, etc.) according to variables including, but not limited to, vehicle capacity, vehicle speed, topography, pedestrian (including bicycle use) circulation, public transit, placement of adjacent buildings and businesses, and function beyond the project development boundaries; all subject to City Engineer approval. Within Downtown, vehicle and pedestrian movement should emphasize the pedestrian.*



Regulating Plan

Figure 2-3

Source: City of San Buenaventura, May 2007.

Table 2-1 Land Use and Permit Requirements

Allowed Use		Permit Required By Zone							
		T4.1 Urban General 1	T4.1 Main Main Street Frontage	T4.2 Urban General 2	T4.3 Urban General 3	T4.4 Thompson Corridor	T5.1 Neighborhood Center	T5.1 Figueroa Street Frontage	T6.1 Urban Core
1	Auto Repair	-	-	-	-	U	-	-	-
2	Bar / Nightclub [1]	-	-	-	-	-	U	U	U
3	Bed / Breakfast	P	P	P	P	P	-	-	P
4	Civic [2]	P	P	P	P	P	P	P	P
5	Community Meeting	U	U	-	U	U	U	U	U
6	Corner Store [1]	U	P	U	U	-	-	-	-
7	Daycare	U	U	-	-	U	U	-	-
8	Farmers Market	-	U	-	U	U	U	U	U
9	Gas Station	-	-	-	-	U	-	-	-
10	Health / Fitness	-	P	-	-	P	P	P	P
11	Home Occupations	P	P	P	P	P	P	P	P
12	Lodging	-	-	-	U	P	P	P	P
13	Medical / Dental	-	-	-	-	-	P	P	P
14	Multi – Family [3]	P	P	P	P	P	P	P	P-
15	Office	-	P	-	-	P	P	P	P
16	Parks and Recreation	P	P	P	P	P	P	P	P
17	Personal Services	-	P	-	-	P	P	P	P
18	Recycling	-	U	-	U	U	U	-	-
19	Restaurant [1]	-	P	-	-	P	P	P	P
20	Retail	-	P	-	-	P	P	P	P
21	Single Family / Carriage House	P	P	-	-	-	-	-	-
22	Special Residential	U	U	U	U	U	U	U	U
23	Timeshare	-	-	-	-	-	-	U	U
24	Trade School	-	U	-	-	U	U	U	U

Notes: This table has been revised from the Draft EIR and expanded to allow existing uses in response to public input.
P = Permitted by Right: U= Use Permit: - = Not an allowed use

[1] *Alcohol serving establishments are subject to a Use Permit under the provisions of the Alcohol Ordinance (Ch. 24 of the Municipal Code). New bars and nightclubs are restricted to the areas of shown in Figure III-3 of the Final Specific Plan.*

[2] *Civic uses are permitted by right in all zones and subject to design review.*

[3] *Not permitted south of U.S. Highway 101*

[4] *Area limited to that south of U.S. Highway 101*

Table 2-2 Height and Setback Requirements

Zone (Examples of area of application)	Maximum Height	Setback Requirements			
		Street Build-To Line	Side Street Build-To Line	Side Yard Setback	Rear Setback
T4.1 Urban General-1 (applies to properties along Poli Street as well as properties along Santa Clara and Meta Streets in the eastern portion of the Specific Plan area)	2 stories for primary building, 20% of footprint may be 3 story	15' min to 25' maximum	10' to 15'	5' minimum	25' minimum
T4.1 Main Street Frontage	Per underlying zone	20' to 25'	Per underlying zone	Per underlying zone	Per underlying zone
T4.2 Urban General-2 (applies to properties in the northwest corner of the Specific Plan area, along the south side of Park Row Avenue and west of Olive Street)	2 stories for primary building, 40% of footprint may be 3 story	10'	10'	5' minimum	15' minimum
T4.3 Urban General-3 (applies to properties in the southeastern corner of the Specific Plan area south of Thompson Blvd, including the Triangle Site, as well as many of the properties in the western portion of the Specific Plan area)	3 stories for primary building, 15% of footprint may be 4 story	10'	5'	5' minimum	5' (with alley)/15' minimum (no alley)
T4.4 Thompson Corridor (applies to properties along Thompson Boulevard in the southeastern portion of the Specific Plan area)	2stories for primary building, 40% may be 3 story	0 to 5' maximum for corner lots; 5' minimum to 10' maximum for interior lots	0 to 5' maximum	5' minimum adjacent to Urban General 1; 0' adjacent to all other zones	15' minimum
T5.1 Neighborhood Center (applies to three distinct areas within the Specific Plan area: (1) the neighborhood around the Main Street/Ventura Avenue intersection, including the shopping center in the northwest quadrant of that intersection; (2) the properties surrounding Plaza Park in the central portion of the Specific Plan area; and (3) properties surrounding the Front Street/ Laurel Street intersection in the southeastern portion of the Specific Plan area)	3 stories for primary building, 25% may be 4 story	Per frontage type requirements	0 to 5'	0'	5' (with alley)/15' minimum (no alley)
T5.1 Figueroa Street Frontage	Per underlying zone	10'	10'	5' minimum	Per underlying zone
T6.1 Urban Core (applies to central portion of the Specific Plan area,	4 stories for core area (20% of	0 to 5' minimum	0 to 5' minimum	0' minimum	5' minimum

Table 2-2 Height and Setback Requirements

Zone (Examples of area of application)	**Maximum Height**	**Setback Requirements**			
		Street Build-To Line	**Side Street Build-To Line**	**Side Yard Setback**	**Rear Setback**
generally bounded by Poli Street to the north, Figueroa Street to the west, the Pacific Ocean to the south, and Chestnut Street to the east - properties east of Chestnut Street along the Main Street corridor are also part of the Urban Core)	building footprint may be 5 story); 3stories for Fringe area primary buildings (25% of building footprint may be 4 story; 3 stories for Taper area primary buildings (25% of building footprint may be 4 story), with 25' setbacks for fourth story from Oak and California Streets; 3 stories for Mission area primary buildings (15% of building may be 4 story)				
Hillside Overlay (applies to properties north of Poli Street and along the south side of Poli Street)	Primary building height shall not project 24 feet above the following: 1. T4.1 Urban General-1 zone: 24' max. above any property line abutting a street and the average natural grade. 2. T6.1 Urban Core: 24' max above Poli Street and 36' max. above	Per underlying zone.	Per underlying zone.	Per underlying zone.	Per underlying zone.

Table 2-2 Height and Setback Requirements

Zone (Examples of area of application)	**Maximum Height**	**Setback Requirements**			
		Street Build-To Line	**Side Street Build-To Line**	**Side Yard Setback**	**Rear Setback**
	average natural grade.				
Westside Workplace Area Flex Use Overlay	Per underlying zone	Per underlying zone	Per underlying zone	Per underlying zone	Per underlying zone
Eastside Workplace Area Flex Use Overlay	Per underlying zone	Per underlying zone	Per underlying zone	Per underlying zone	Per underlying zone

Notes: The Regulating Plan shown as Figure 2-3 is controlling as to the actual location of the DTSP proposed zoning. This table gives examples but is not all inclusive of standards contained in the Final Draft Downtown Specific Plan (December 2006).

D. Massing and Articulation

1. *Development shall be designed as if buildings were be built on narrow lots, following the 50 foot historic lotting pattern in Downtown Ventura. Each building shall have a clear and harmonious pattern of vertically-oriented façade openings including entries, windows, and bays and columns or other exposed vertical supports. Vertical articulations can be produced by variations in rooflines, window groupings, applied facade elements such piers or pilasters, bay windows and subtle changes in materials and vertical planes that create shadow lines and textural differences. Vertical elements break up long, monolithic building facades along the street. Major vertical elements should be a maximum of 50 ft apart measured center-to-center, which reflects the historic parcel increment of much of Downtown. Article V Design Guidelines shall apply.*

E. Public Buildings

1. *Public buildings that, if included, are located in visually prominent central locations recognizable and accessible to the public.*

2.5 CATALYTIC PROJECTS and FOCUS AREAS

The DTSP identifies four "catalytic projects" intended to spark the re-establishment of Downtown as the pre-eminent arena for civic and artistic life and a preferred location for commerce. It also identifies four "focus areas" that have been identified for specific types of development. These plan features are illustrated on Figure 2-4.

2.5.1 Catalytic Projects

The four catalytic projects include:

1. *Multi-Modal Transit Center*
2. *Mission Park Cultural Arts Cluster*
3. *Beach Connections*
4. *California Street Offramp Project*

Each project is described below.

Multi-Modal Transit Center. As Ventura implements greater transit alternatives throughout the City, Downtown will be the city's hub as the site of a multi-modal transit center. The transit center should include as many transportation alternatives as possible, such as rail, bus, shuttle, bicycles, taxis and pedestrian links to Downtown shopping, cultural activities and tourist locations. The transit center would also facilitate DTSP Goals 6 and 7 related to mobility and the Park Once management strategy.

In September 2003, the City completed a feasibility study for a downtown multi-modal transit center. The study identified three potential sites: (1) Existing Amtrak Station at the Fairgrounds; (2) Crowne Plaza parking lot; and (3) the undeveloped Triangle site. During a September 2004 planning charette, a fourth site was added that would require capping U.S. 101 at the south terminus of Ash Street and a potential new parking garage located in the block bounded by Thompson Boulevard, Ash, Front and Fir Streets. On June 19, 2006, after the public

draft of the Downtown Specific Plan was released, the Planning Commission and City Council jointly decided to omit the Triangle Site from consideration in response to public input. Figure 2-4 shows the three remaining potential locations for the Multi-Modal Transit center.
Due to prohibitive costs, a multi-modal transit center is to be considered as part of a larger, mixed-use project. By including revenue-generating uses, some of the transit center costs can be off-set through shared parking and infrastructure. The ability to co-locate with complementary uses should be a primary factor in siting the multi-modal transit center.

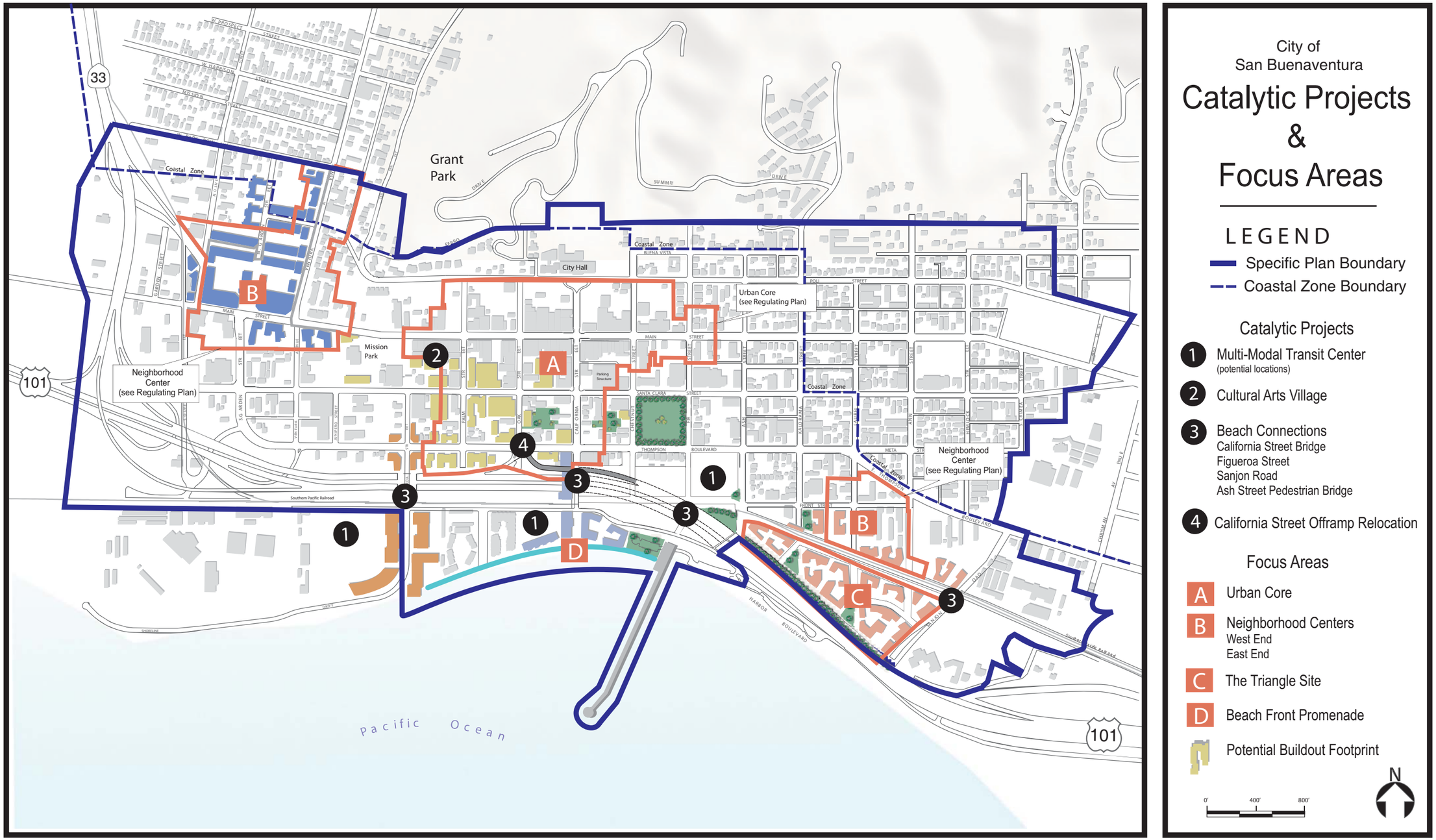
Mission Park Cultural Arts Cluster. The focal point for civic and cultural life in Ventura will be a new cultural arts village located along Figueroa Plaza between Main Street and Santa Clara Street. The existing anchors are the Ventura County Museum of History and Art and Albinger Museum to the west and the San Buenaventura Mission to the north. To provide "critical mass", a new Cultural Arts Village on the east side of Figueroa would provide an anchor with Mission Park, linking the elements together.

Components include a 600-seat performing arts auditorium and a separate Community Hall to be used by organizations for special events, meetings and lectures with the flexibility to be converted to a 200-seat studio theater. In addition, the Village would act as a venue for local programming created by area arts organizations. It would provide visual arts exhibition space as well as arts education facilities.

Beach Connections. Reconnecting Downtown to the beach is a primary goal of the Downtown Specific Plan. The four existing connections, all of which require improvements, are described below:

- ***California Street Bridge*** *- Although this is a direct connection over U.S. 101, the current bridge design is so unfriendly to pedestrians that it often serves as an impediment to people walking between the beach, Downtown and vice-versa. A capital improvement (CIP) project is already appropriated to widen the sidewalks, improve safety, add streetscape improvements and install public art. Project construction is expected to start in late 2007.*
- ***Figueroa Street -*** *This project is aimed at strengthening and reinforcing the pedestrian character of Figueroa Street south of Santa Clara Street, to the beach. Elements that would help achieve this objective include:*
    - *The 2004 Streetscape Improvement Plan, as adapted in Chapter IV ;and*
    - *Strengthening 'park' aspects of Surfer's Point Park as the beach terminus of Figueroa Street, this effort will be achieved, in part, through the CIP Surfer's Point Improvements project; and*
    - *Strengthening the pedestrian connection between the beach and Grant Park by providing a network of pedestrian paths, bikeways and paseos; and*
    - *Encouraging entertainment-type businesses (restaurants, coffee houses, etc.) along northern Figueroa Street.*

  A funded CIP project is currently in progress that would add pedestrian scale lighting, street trees, sidewalk upgrades, and a public art wall under the U.S. 101 bridge between Thompson Boulevard and Harbor Boulevard (including the intersection of Thompson and Harbor). The project will be constructed in 2007-08.



Catalytic Projects and Focus Areas

Figure 2-4

Source: City of San Buenaventura, December 2006.

- ***Sanjon Street*** *- Sanjon provides the eastern connection from Downtown to the beach and has existing assets such as the Pierpont Inn. Sanjon would be re-configured to make it pedestrian friendly, activating the street with pedestrian amenities and visitor-serving uses such as hotels, inns and retail. Development of the Triangle Site (Focus Area C) will play an important role as well.*

- ***Ash Street Pedestrian Bridge*** *- Ash Street provides another opportunity to connect views of the mountains and the ocean. Public improvements and the design of private investment along Ash Street should enhance the visual and functional link between the neighborhood and the waterfront. A streetscape plan would be prepared and a source for funding implementation of the plan would be identified.*

California Street Offramp Project. One of the City's key long-term goals is to relocate the U.S. 101 off-ramp from California Street to Oak Street. Although it has received State funding, recent State budget cuts have delayed the project indefinitely. The project would improve access to Downtown, eliminate current congestion and confusion at the California Street and Thompson Boulevard intersection area, and open up improved coastal pedestrian access along California Street to Harbor Boulevard. The project is depicted on Figure 1-10 of the Final Draft Downtown Specific Plan.

2.5.2 Focus Areas

The four focus areas are:

A. *Urban Core (Retail and Office Strategy)*
B. *Neighborhood Centers*
C. *The Triangle Site*
D. *Beachfront Promenade*

The types of development envisioned for each area are described below.

Urban Core. A retail and office strategy is to be completed that focuses on making Downtown a destination, providing services for residents and supporting unique, independent businesses. The Downtown Ventura Organization and the Redevelopment Agency will work with property owners, merchants and residents to provide a variety of retail and office opportunities to keep the Downtown competitive. Specifically, the area generally bounded by Thompson Boulevard, Oak, Santa Clara and California, offers an opportunity for infill mixed-use development with larger, name-brand retail. As retail and commercial development evolves, the need for additional parking may arise and four potential sites have been preliminarily identified for further study. These are illustrated on Figure 1-6 of the t Specific Plan.

Neighborhood Centers. One of the objectives of the Specific Plan is to provide small town centers at the heart of the west end and east end neighborhoods. These areas are zoned for high density mixed-use building types that accommodate retail, office, rowhouses and apartments. Buildings would be set close to wide sidewalks within a tight network of streets.

- ***West End*** *- The center of the West End neighborhood is at Main and Garden Streets. The existing shopping center is currently a car-oriented suburban design with the buildings set back behind surface parking that could be adapted to a more urban configuration that could include reconnecting Garden Street. A redevelopment site on the southeast corner provides another opportunity to activate this area.*
- ***East End*** *- The intersection of Front and Kalorama Streets would be the neighborhood center for the east end. This area is just beginning to be transformed with artist galleries, niche retail and creative offices. Longer term it will be important to extend the existing street grid through to the Triangle site to the south.*

The Triangle Site. At approximately 11 acres, the Triangle Site represents the largest undeveloped area in Downtown and its ultimate buildout provides an important opportunity to achieve the goals of this plan. The site has a number of opportunities, such as ocean views, and constraints, including adjacency to Highway 101, the railroad and limited access from major roads. Development of the site would include a mix of uses, including public recreational uses such as a bluff-top park and improved amenities at the Ash Street pedestrian bridge, which provides coastal access over Highway 101. Key issues to be addressed during development of this area are:

- *Extending the street grid to the North across the railroad;*
- *Facilitating pedestrian, bike and vehicular connections between Downtown core and the beach;*
- *Addressing noise impacts associated with the Hwy 101 and the railroad;*
- *Establishing a mix of uses;*
- *Provision of public recreational or open space; and*
- *Public corridor view protection for properties to the North.*

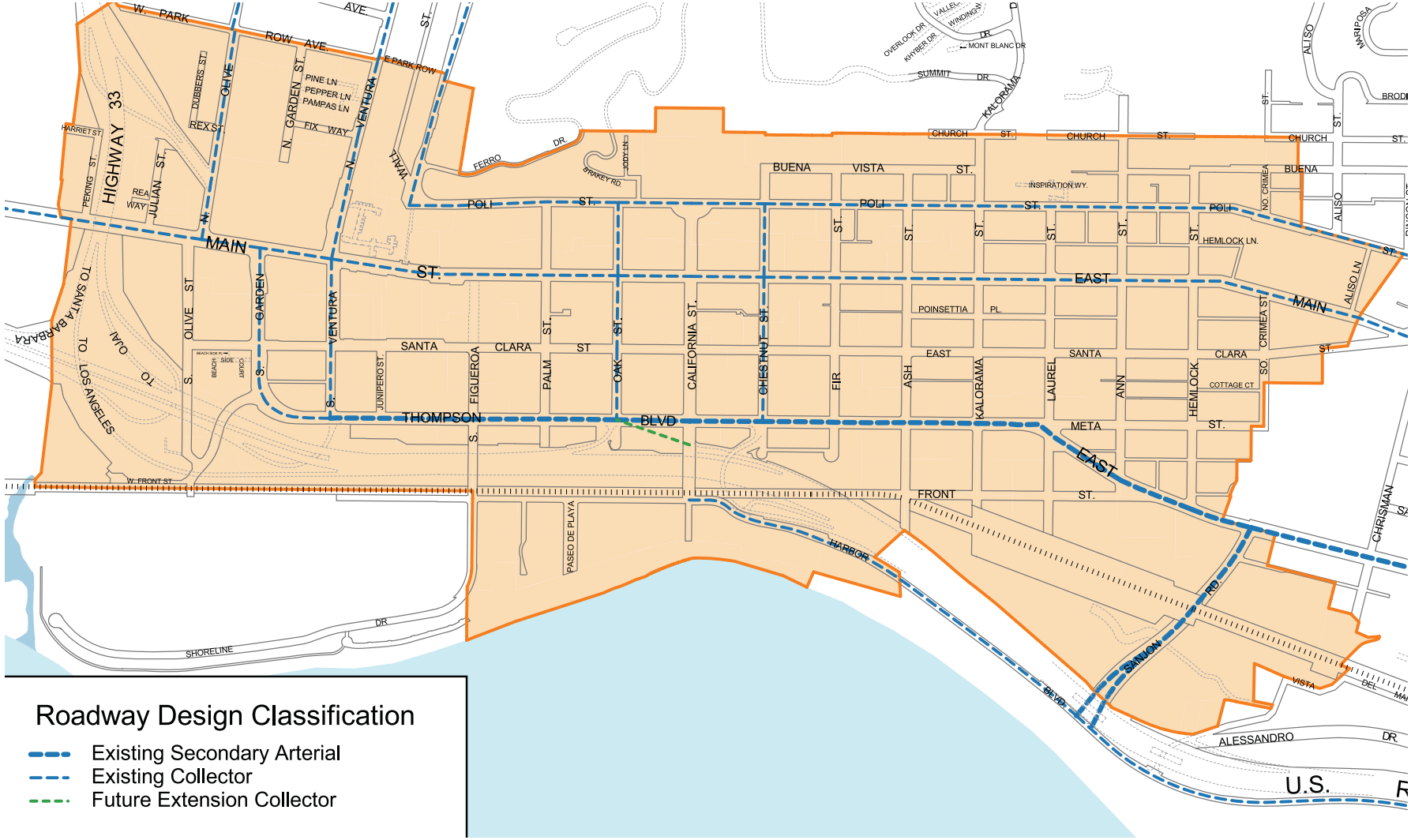
Beachfront Promenade. Ventura's beach area is one of its greatest attractions and offers some of the premier surfing in California. However, no shops or restaurants front on and activate the beach. Instead, the pedestrian walk is defined primarily by a parking structure and private condominiums. The Promenade itself was developed in the 1970s and is dated. Moreover, the area between the newly renovated Crowne Plaza and the Pier, including the parking structure and parking lot should be considered for redevelopment.

The entire beachfront requires a place-making transformation. This would start with reaching out to the various groups that use the beachfront, including those that may not typically participate in improvement projects. It would include an analysis of how people access and use the beach and what works best. From this effort, small-scale, do-able projects that can be implemented quickly would be formulated to bring immediate benefit and pave the way for future, large-scale redevelopment.

2.6 INFRASTRUCTURE IMPROVEMENTS

2.6.1 Roadways and Parking

Proposed Roadway Classification System. Figure 2-5 classifies roadways within the Downtown Specific Plan area based on the 2005 General plan designations. Thompson



Source: *City of San Buenaventura, March 2007.*

Downtown Roadway Classification Plan

Figure 2-5

City of Ventura

Boulevard and San Jon Road are designated as "Secondary Arterials," defined as four-lane roadways that provide access to primary arterials, other secondary arterials, and collectors, with some access to local roads and major traffic-generating land uses. Several streets within the Specific Plan area, including Main Street and Ventura Avenue, are designated as "Collectors." These are defined as two-lane roadways that provide both land access and movement within residential, commercial, and industrial areas, as well as connecting local areas to the arterial street system. It is the intent of the Specific Plan to maintain these classifications to encourage the formation of a pedestrian-oriented transportation network.

Parking Requirements. Parking requirements are the same for each of the Specific Plan zones and are as follows:

- *Residential – 1 space/1,500 square feet of development*
- *Non-Residential – 2 spaces/1,000 square feet of development*

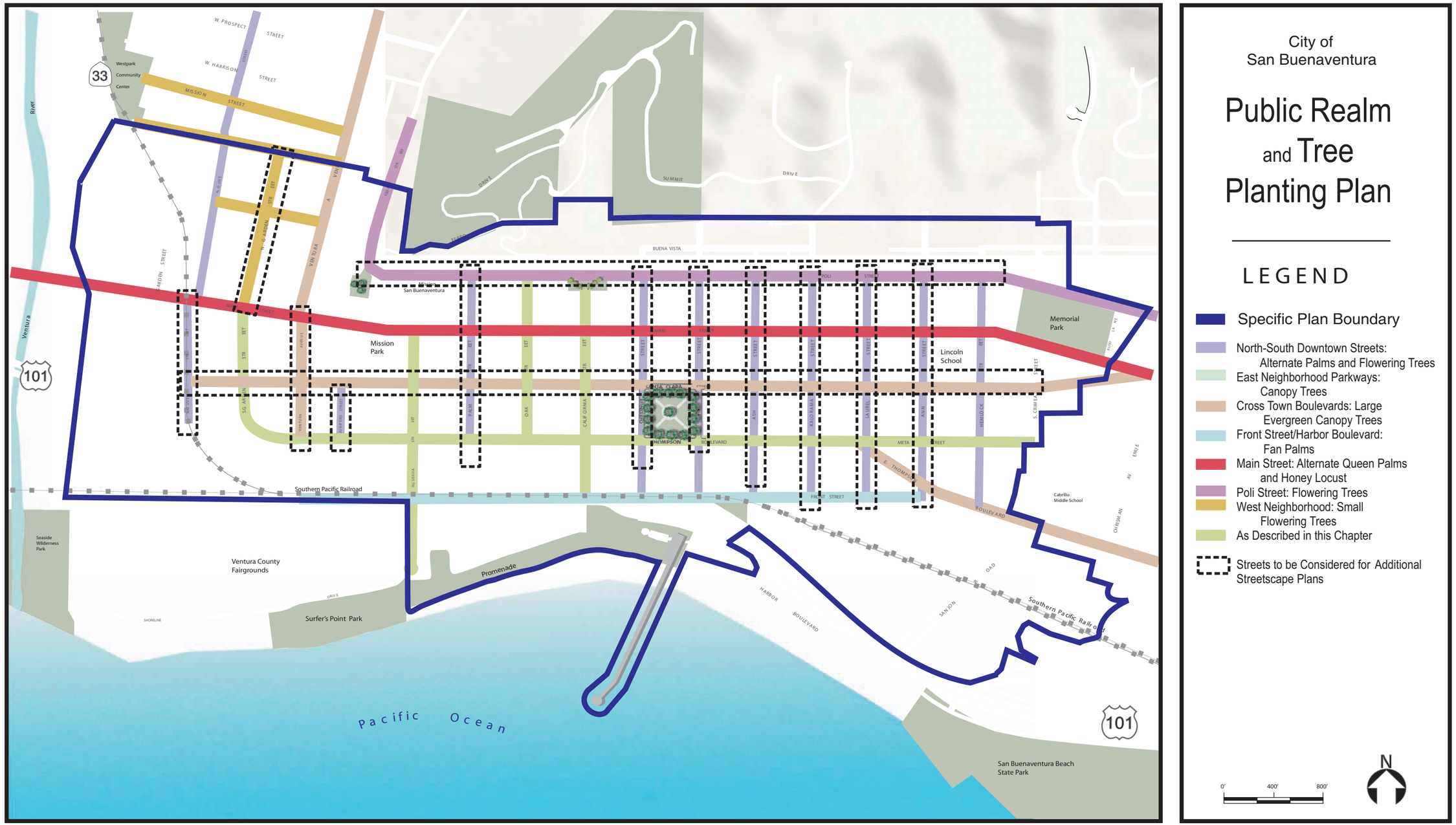
No parking is required for affordable or single-room occupancy units. In addition, no parking spaces are required for development on parcels fronting Main Street within the T6.1 Urban Core zone boundary.

Parking is to be placed in the rear portions of properties in all zones. If developed, subterranean parking may extend to a height of 3' above finished grade, provided that the garage perimeter wall aligns with the face of the building or becomes part of a Stoop or Dooryard frontage.

2.6.2 Streetscape Plan

The DTSP includes a streetscape plan that identifies various streetscape improvements, including lighting, landscaping, and signage. The overall Public Realm and Tree Planting Plan for Downtown is shown on Figure 2-6. In addition, specific improvements are recommended for the following streets:

- ***California Street*** *– The recommendations for California Street include providing 12-foot wide sidewalks, introducing revised street tree patterns and pedestrian-oriented light fixtures, and creating additional on-street parking. Additionally, California Plaza should be enhanced and connected directly to the beach by a new stairway. The California Street bridge should be renovated to provide wider sidewalks. Strong visual elements like towers or pavilions should be added to emphasize the importance of the crossing. Lighting, noise reduction, landscaping and signage improvements are also recommended.*
- ***Figueroa Stree****t - The streetscape on the Figueroa corridor should be improved by providing greater consistency of sidewalks, intersection and crosswalks patterns, street trees and lighting along its length. On street parking patterns can be revised to a mix of parallel and diagonal parking, while maintaining bike lanes. The beachside terminus should be reconfigured with a better defined visual terminus, such as a water feature or other public art to emphasize the importance of this connection. Access to beach parking lots would be retained. The underpass will be transformed into an attractive gateway between the Downtown and the fairgrounds*



Public Realm and Tree Planting Plan

Figure 2-6

Source: City of San Buenaventura, December, 2006

and beach. Improvements including a public art mural, better lighting and signage are already underway.

- ***Oak Street -*** *Oak Street's role as north-south corridor in the Downtown will become significantly more important when the northbound freeway off ramp is redirected there. The Streetscape Project recommends enhancing Oak Street through widening sidewalks, improving crosswalks at various intersections and introducing new lighting, street trees and signage.*
- ***Thompson Boulevard*** *– The Streetscape Project also recommends a number of changes to the Thompson Boulevard corridor between Ventura Avenue and Chestnut Street. These include new street trees, lighting, signage and graphics. Cross walk improvements are suggested at key locations, including a new marked cross walk between Figueroa Street and Ventura Avenue.*

2.6.3 Capital Improvement Projects

A number of capital improvement projects are planned for the Downtown through 2011. These include improvements to the area drainage system, installation and repair of various facilities, improvements to parks, public art projects, streetscape improvements, and water per water commission and wastewater system improvements. The planned projects are listed in Table 2-3.

Table 2-3
Downtown Capital Improvement Projects

Project	Project Description	Responsible Agency/Dept	Completion (if funded)	Total Estimated Project Cost	Funding Source	Funding Identification
Drainage						
93008	Chestnut/Main Drainage Improvements	Public Works	2007-08	$4449,000	CIP General	Funding Identified
93009	Kalorama/Church Storm Drain Replacement – Phase I	Public Works	2007-08	$654,599	CIP General	Funding Identified
93013	Beach Water Quality Improvements Phase I	Public Works	2006-07	$953,000	Grant (CIP General)	Funding Identified
93013	Beach Water Quality Improvements Phase II	Public Works	2008-09	$747,000	Unfunded Grant	Funding Not Identified
72036	Kalorama/Church Storm Drain Replacement – Phase II	Public Works	2008-09	$1,100,000	CIP General	Funding Not Identified
72501	Surfers Point Concrete Removal	Public Works	2009-10	$400,000	CIP General	Funding Not Identified
72066	Alessandro/Sanjon Drainage	Public Works	2008-09	$1,000,000	CIP General	Funding Not Identified
Facilities						
72031	HVCA City Hall West	Public Works	2008-09	$1,200,000	CIP General	Funding Not Identified
72043	Beachfront Parking Structure Repairs	Public Works	2008-09	$927,200	CIP General	Funding Partially Identified
93958	Downtown Cultural District Implementation	Comm Services	2006-07	$824,000	CIP General	Funding Identified
93998	City Hall East First Floor	Public Works	2007-08	$2,914,000	CIP General	Funding

Table 2-3
Downtown Capital Improvement Projects

Project	Project Description	Responsible Agency/Dept	Completion (if funded)	Total Estimated Project Cost	Funding Source	Funding Identification
	Refurbishment					Identified
99884	Downtown Restroom	Redevelopment Agency	2007-08	$479,500	Redevelopment Agency	Funding Identified
72052	Maintenance Yard Roofs & Skylights	Public Works	2009-10	$345,000	CIP General	Funding Not Identified
72057	City Hall Back Entrance Renovation	Public Works	2009-10	$250,000	CIP General	Funding Not Identified
72058	City Hall Third Floor Tenant Improvements	Public Works	2008-09	$2,000,000	CIP General	Funding Not Identified
72059	City Hall Second Floor Renovation	Public Works	2009-10	$500,000	CIP General	Funding Not Identified
72061	California Plaza Repairs	Public Works	2008-09	$300,000	CIP General	Funding Not Identified
72063	Downtown Tree Well Electrical System Replacement	Public Works	2008-09	$300,000	CIP General	Funding Not Identified
78004	ADA – Ortega Adobe and Olivas Adobe	Public Works	2010-11	$517,500	CDBG	Funding Not Identified
93980	Promenade Beach Stairs and Seawall	Public Works	2008-09	$2,682,000	CIP General	Funding Partially Identified
94664	Santa Clara Senior Center Renovation	Public Works	2008-09	$500,000	CDGB	Funding Not Identified
(none)	New Parking Structure	Public Works	2011 +	$10,000,000	RDA, Development Impact Fee	Funding Partially Identified
Parks and Recreation						
92865	Seaside Wilderness Park Enhancement	Public Works	2007-08	$610,540	Grant (CIP General)	Funding Identified
92895	Ventura River Estuary Enhancement	Public Works	2006-07	$90,000	Grant (CIP General)	Funding Identified
93014	Cemetery Memorial Park Improvement	Public Works	2007-08	$435,000	CIP General	Funding Identified
93959	Surfers Point Improvements	Public Works	2007-08	$6,537,137	Grants (CIP General)	Funding Partially Identified
72018	Mission Park Restroom Renovation	Public Works	2008-09	$977,500	CIP General	Funding Not Identified
Public Art						
79119	City Hall Art Gallery Improvements	Comm Services	2008-09	$100,000	Public Art (01)	Funding Identified
98150	Public Art – California Street Bridge	Comm Services	2007-08	$400,000	Public Art (12)	Funding Partially Identified
98158	Public Art – Figueroa Street	Comm Services	2006-07	$65,000	Public Art (12)	Funding Identified
98165	Public Art – Mission Park Gateway	Comm Services	2007-08	$90,000	Public Art (18PT)	Funding Identified
98167	Public Art – Beachfront Promenade & Surfers' Point	Comm Services	2007-08	$32,000	Public Art (01)	Funding Identified

Table 2-3
Downtown Capital Improvement Projects

Project	Project Description	Responsible Agency/Dept	Completion (if funded)	Total Estimated Project Cost	Funding Source	Funding Identification
98174	Pubic Art – Historic Water Aqueduct	Comm Services	2007-08	$70,000	Public Art (72)	Funding Identified
98184	Public Art – Cemetery Memorial Project	Comm Services	2006-07	$25,000	Public Art (01)	Funding Identified
98175	Public Art – Oak Street Improvements	Comm Services	2008-09	$231,5000	Public Art (12)	Funding Identified
Streets & Streetscape						
72024	ASM – Downtown	Public Works	2008-09	$750,000	Gas Tax	Funding Identified
72046	ASM – Olive Street Resurfacing	Public Works	2008-09	$1,000,000	Grants & Gas Tax	Funding Identified
91894	California Street Bridge Upgrade	Public Works	2007-08	$1,231,000	Grants & Gas Tax (TDA)	Funding Identified
91911	Figueroa Street Underpass	Public Works	2006-07	$532,640	Grants & Gas Tax	Funding Identified
71010	City Parking Lot Irrigation & Landscape Upgrade	Public Works	2009-10	$690,000	CIP General	Funding Not Identified
72025	ASM – Poli Street/Buena Vista	Public Works	2009-10	$990,000	Gas Tax	Funding Identified
72040	Main Street Bridge Protection	Public Works	2008-09	$300,000	Gas Tax	Funding Identified
99885	Oak Street Improvements	Redevelopment Agency	2008-09	$611,000	Redevelopment Agency	Funding Identified
Wastewater Utility						
96880	Sewer Capacity Upgrades	Public Works	2007-08	$322,490	Wastewater	Funding Identified
96885	Downtown Sewer Line Replacement	Public Works	2007-08	$450,000	Wastewater	Funding Identified
96889	2005 Sewer Lining and Manhole Rehabilitation	Public Works	2007-08	$1,000,000	Wastewater	Funding Identified
Water Utility						
97901	Downtown Water Main Replacement	Public Works	2007-08	$2,472,500	Water	Funding Identified
97887	Booster Pump Station Upgrades	Public Works	2009-10	$2,500,000	Water	Funding Not Identified
73004	Grant Park Water System Improvements	Public Works	Future	$600,000	Water	Funding Not Identified

2.7 DEVELOPMENT PROJECTIONS

The DTSP does not include specific projections on the overall amount of development that could be accommodated Downtown. Therefore, this EIR relies on the projections for the Downtown area contained in the 2005 General Plan EIR to estimate the level of development that would occur over the next 20 years. The projections are shown in Table 2-4. As indicated, an estimated 1,600 housing units and 450,000 square feet of non-residential development are projected to be added within the Downtown under the DTSP.[2] These figures represent the

[2] *These estimates are in addition to developments that were on the City's pending projects list at the time of preparation of the 2005 General Plan EIR.*

Table 2-4 Growth Projections for Downtown

Land Use	Projected New Development
Residential	1,600 units
Non-Residential	
Retail	100,000 sf
Office	200,000 sf
Hotel	150,000 sf
Non-Residential Total	450,000 sf

Notes: sf = square feet. Projections are from the 2005 General Plan EIR, which was certified in August 2005.

projected net increase in development. More overall development would likely be constructed; however, in many cases, new development would replace existing development.

The growth projections used in the EIR analysis are not development caps. Rather, the projections are assumptions used for analytical purposes in order to provide information about the possible effects of growth that could be accommodated Downtown under the DTSP. Based solely on carrying capacity, if developed to full "buildout" over a period of time well past the year 2025, the DTSP could accommodate substantially more development than is assumed in this EIR. However, such a scenario is unrealistic because there are many existing developed properties that are unlikely candidates for redevelopment. The growth assumptions used in this analysis are consistent with those of the 2005 General Plan, which projected citywide population growth through the year 2025 based on historic growth rates in the City.

Action 4.11 of the DTSP requires annual monitoring of the production and pace of new development through the issuance of building permits. When Downtown production of residences and commerce meets 70% of predicted development as defined in the 2005 General Plan (either 1,120 issued residential building permits or 315,000 commercial square feet in issued building permits), the City Council will review the intensity and locations of development throughout the Downtown area to determine whether strategies to modify the pace, location, or mix of development are needed.

2.8 DISCRETIONARY ACTIONS

Discretionary approvals required for the proposed Downtown Specific Plan include:

- *Certification of an environmental impact report with findings; and*
- *Approval of a general plan amendment/local coastal program amendment to amend the map and text consistent with the updated Downtown Specific Plan; and*
- *Adoption of the DTSP by City Council Resolution; and*
- *Adoption of an ordinance amending the text and map of the City's Zoning Ordinance to incorporate relevant provisions of the Downtown Specific Plan development code and regulating plan; and*
- *Certification of the LCP amendment by the California Coastal Commission.*

3.0 ENVIRONMENTAL SETTING

This section provides a general overview of the environmental setting for the City of Ventura and the Downtown area. More detailed descriptions of the setting with respect to specific environmental issues can be found in the setting discussions for individual issue areas in Section 4.0, *Environmental Impact Analysis*.

3.1 REGIONAL OVERVIEW

Ventura is located in western Ventura County, about 60 miles northwest of Los Angeles and 25 miles southeast of Santa Barbara. The County is topographically diverse, with mountains, rich agricultural valleys, and distinct urban areas, all within close proximity of the Pacific Ocean. The Mediterranean climate of the region and coastal influence produce moderate temperatures year round, with rainfall concentrated in the winter months. The region is subject to various natural hazards, including earthquakes, landslides, flooding, and wildfires.

3.1.1 Geography and Topography

Ventura is situated between the Pacific Ocean, the Ventura foothills, and the Ventura and Santa Clara rivers. The City is located at the western edge of the Oxnard Plain, an alluvial plain that covers over 200 square miles in the southern portion of Ventura County. Much of the City is on the relatively flat coastal plain, but steeply sloped hills abut the northern portion of the community. The western portion of the City stretches north along the Ventura River and is characterized by a narrow valley with steeply sloped areas on both sides.

Drainage throughout Ventura is generally to the southwest toward the Pacific Ocean. The older parts of the City near the coast are drained by a series of barrancas that drain directly to the Pacific Ocean. The eastern portion of the community generally drains toward the Santa Clara River, while West Ventura generally drains toward the Ventura River. Both the Santa Clara and Ventura rivers are fed by a series of smaller creeks and barrancas, some of which have been channelized and others of which remain in a relatively natural condition.

Similar to much of southern California, Ventura is located within a seismically active region and is crossed by several potentially active fault systems. Major fault zones in the Planning Area include the Ventura-Foothill, Country Club, Oak Ridge, McGrath, and Red Mountain faults.

3.1.2 Climate

Ventura is located in the South Central Coast Air Basin (SCCAB), which includes all of San Luis Obispo, Santa Barbara, and Ventura counties. The climate of Ventura County and all of the SCCAB is strongly influenced by its proximity to the Pacific Ocean and the location of the semi-permanent high pressure cell in the northeastern Pacific. The area is characterized by warm, dry summers and cool winters with occasional rainy periods.

Daytime summer temperatures in the area average in the high 70s to the low 90s. Nighttime low temperatures during the summer are typically in the high 50s to low 60s, while the winter high temperatures tend to be in the 60s. Winter low temperatures are in the 40s. Annual

average rainfall in Ventura ranges from about 14 to 16 inches, the majority of which falls in winter months.

3.1.3 Natural Resources

Ventura has a wide variety of landscapes and seascapes, including natural, agricultural, and urban components. The hills of the Transverse Range rise above Ventura about 1,200 feet, providing a dramatic visual backdrop and scenic vistas of the City, ocean, Ventura River Valley, and Oxnard coastal plain. The hillside area covers about 4,000 acres of steep slopes, incised drainages, ridge tops, and narrow flat valleys. Much of the foothills have been used for grazing in the past; and grazing operations remain in some locations. Vegetation and habitat includes annual grasses with scattered pockets of coastal sage scrub and remnant riparian corridors.

The well-developed riparian communities found along the Ventura and Santa Clara Rivers are dominated primarily by Arroyo willow, with occasional trees, including Western sycamore, cottonwoods, and white elder. The area now covered by riparian vegetation represents a small remnant of the historic riparian zone, and recent flooding has temporarily denuded some areas. A more diverse, extensive and native plant dominated habitat has been lost due to permanent development and disturbance.

Coastal Freshwater Marshes are found along the upper reaches of the Santa Clara and Ventura Rivers where saltwater does not intrude at high tide. Freshwater marshes are also found at the Alessandro Lagoon, the mouth of the San Jon Barranca, and at the end of the Kalorama Canyon Drain. The marshes are very high in biological productivity and scarce in the region. The habitat areas at the mouth of the Ventura and Santa Clara Rivers and the Alessandro Lagoon are used as resting and feeding areas for migratory and residential shorebirds and waterfowl, and to a lesser degree, by resident terrestrial species.

The City limits include about seven miles of beach. Although not owned entirely by the City, the waterfront open space provides valuable recreational opportunities for Ventura residents and visitors. Scarce dune habitat and beach vegetation provide some nesting, foraging, and mating grounds for wildlife. Exposure to the elements and human intrusion has diminished the habitat value of the beach area, but ongoing rehabilitation and conservation programs aim to enhance the beach area.

3.1.4 Transportation

Regional access to Ventura is provided by a series of freeways and the Union Pacific Railroad. U.S. Highway 101 is the main regional transportation artery, providing connections to points both north and south along the Pacific Coast. State Route 126 is an east-west running highway that connects Ventura to the Santa Clara River Valley, the City of Santa Clarita, and Interstate 5. State Route 33 is a north-south running highway that connects U.S. 101 to the Ojai Valley. The railroad connects Ventura to points north and south, providing both freight and passenger service.

3.1.5 Demographics

Tables 3-1 and 3-2 show population and housing trends from 2000-2005. As indicated, Ventura's 2005 population is estimated at 105,812. Between 2000 and 2005, the population grew by an estimated 4,896 persons. This represents an average annual growth rate of approximately 1.00% over the 5-year period. About 97.5% of the City's residents reside in households, with the remainder in group quarters.

Table 3-1
2000 and 2005 Citywide Population Estimates

Year	Population		
	Household	Group Quarter	Total
2000	98,546	2,370	100,916
2005	103,151	2,661	105,812

Source: California Department of Finance, 2005. (http://www.dof.ca.gov/HTML/DEMOGRAP/E-5a.xls).

Table 3-2
2000 and 2005 Citywide Housing Estimates

Year	Housing Units			
	Detached Single Family	Attached Multi-Family	Mobile Homes	Total
2000	22,238	14,942	2,623	39,803
2005	23,110	15,410	2,623	41,143

Source: California Department of Finance, 2005. (http://www.dof.ca.gov/HTML/DEMOGRAP/E-5a.xls).

Ventura's 2005 housing stock is estimated at 41,143 units. An estimated 1,340 units were added between 2000 and 2005, which represents an average annual growth rate of about 0.66% over the 5-year period. Single family residences make up about 56% of the City's housing stock, while 38% are attached multiple family residences and 6% are mobile homes. The housing vacancy rate has remained steady since 2000 and, as of 2005, was estimated at 3.21% (California Department of Finance, 2005).

3.2 DOWNTOWN SETTING

The Downtown Specific Plan area is located on a narrow coastal plain between the Pacific Ocean and the foothills above the City. Much of the southern portion of the Specific Plan area, south of Main Street, is essentially flat. North of Main Street, and particularly above Poli Street, the Specific Plan area increases in grade, with steeply sloped hillsides framing the northern Plan area boundary. The entire Specific Plan area drains to the south and west, toward the Pacific Ocean and the Ventura River.

The Specific Plan area represents the older urban core of Ventura. Downtown, often referred to as the "Heart of the City," serves as the community's civic, cultural, and tourist center. Development in the Downtown, particularly the Downtown core centered on the Main and California Streets, is decidedly urban in nature, with 2-4 story, zero lot line development predominant. Land uses within the Downtown core are primarily commercial, while outlying areas of the Downtown are more mixed use or residential in character. Along the waterfront, development includes a multi-story hotel, a multi-deck municipal parking garage, and several multi-story apartment/condominium complexes.

Table 3-3 shows estimates of existing development in the Downtown area by proposed DTSP zone. It is estimated that 2,299 housing units and about 2.3 million square feet of non-residential development are currently located within the Specific Plan area. The Specific Plan Area was previously estimated at 525.4 acres; however, subsequent GIS mapping calculations (including the addition of Highway 33 right-of-way (northwest corner of the Specific Plan Area) and a parcel of land in the southeast east corner of the Specific Plan Area opposite the Highway 101 San Jon Road off-ramp) concludes that the Specific Plan Area is approximately 514 acres. In addition, because this section describes the existing conditions within the Specific Plan Area, it was determined that comparison based on future land uses is not appropriate for this section.

Table 3-3
Estimated Existing Downtown Development

Land Use Category	Acres	Existing Development	
		Dwelling Units	Non-Residential Floor Area (square feet)
Urban General 1 (T4.1)	135.7	326	276,686
Urban General 2 (T4.2)	10.1	53	60,552
Urban General 3 (T4.3)	111.1	708	321,777
Urban Core (T6.1)	77.3	615	822,158
Neighborhood Center (T5.1)	68.8	534	643,249
Thompson Boulevard Corridor (T4.4)	26.9	62	210,754
Parks and Open Space	32.2	--	--
Civic	25.5	--	--
Streets/Rights-of-Way	26.89	--	--
Total	**514.4**	**2,299**	**2,335,176**

** Land use categories and the plan area boundary changed slightly after the circulation of the Draft EIR. Therefore, this table has been modified to reflect these changes. However, the overall estimates of existing development within the plan area have not changed.*

Downtown Ventura includes a number of historic structures and other resources of note. The most significant historic building in Downtown Ventura is the San Buenaventura Mission and its supporting structures, such as the San Miguel Chapel site and Mission Aqueduct. Downtown also possesses hundreds of commercial and residential buildings that were constructed between 1870 and 1930. Many of these buildings retain their original exterior

façades and have been adaptively reused over the years. Other important historic resources are the many large trees that add character to the Downtown; the Moreton Bay fig in Plaza Park is perhaps the most striking example.

Regional access to the Downtown area is provided by U.S. 101, which traverses the southern portion of the Specific Plan area. Local access is provided by a grid of arterial and collector streets. Main thoroughfares through the Specific Plan area include Main Street, Thompson Boulevard, Poli Street, Santa Clara Street, and Ventura Avenue. The Union Pacific Rail line also crosses through the southern portion of the Specific Plan area, providing both freight and passenger rail service. A Metrolink station is located adjacent to the Ventura County Fairgrounds.

3.3 GROWTH PROJECTIONS

Section 15130 of the *CEQA Guidelines* requires a discussion of cumulative impacts, which are defined as two or more individual events that, when evaluated together, are significant or would compound other environmental impacts. For example, traffic impacts of two nearby projects may be inconsequential when analyzed separately, but could have a substantial impact when analyzed together.

The *CEQA Guidelines* indicate that discussion of related or cumulative projects may be drawn from either a "list of past, present, and probable future projects producing related or cumulative impacts" or a "summary of projections contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact."

To assess potential cumulative impacts to which implementation of the Downtown Specific Plan may contribute, this EIR considers 2025 projections for population, housing, and job growth contained in the 2005 General Plan EIR. That document is incorporated by reference and is available for review at the Department of Community Development, Ventura City Hall, 501 Poli Street, Ventura, California 93001 and all public libraries within the City of Ventura.

Table 3-4 summarizes the projected citywide increase in population and housing growth through 2025, while Table 3-5 summarizes the projected citywide increase in jobs through 2025. An estimated 7,995 housing units are projected to be added to the City over that time period, while the City's population is projected to grow by just over 20,000. Employment growth is estimated at 14,010 jobs through 2025.

Specifically, within the Downtown area, the 250,000 square feet of retail/hotel is anticipated to generate approximately 500 new jobs, while the 200,000 square feet of office is anticipated to generate apprxoximately 1,000 new jobs (Stanley R. Hoffman Associates, Inc, 2003).

Table 3-4
Citywide Population and Housing Projections, 2005-2025

	2005 Levels [a]	2025 Estimates (0.88% Average Annual Growth)	Change from 2005-2025
Population	105,812	126,153	20,057 (18.9%)
Housing Units [b]	41,143	49,138	7,995 (19.4%)

[a] *Source: California Department of Finance, City/County Population and Housing Estimates, 2005.*

[b] *Housing unit estimates assume that the current ratio of 2.57 persons per household remains constant through 2025. In reality, the number of persons per unit could go up or down, depending upon housing costs, the types of housing built in the City, population growth, and other factors.*

Table 3-5
Citywide Projected Job Growth by Sector, 2005-2025

Sector	2005 Jobs	2025 Jobs	Job Growth 2005-2025
Citywide			
Retail	12,168	13,432	1,264
Office	14,168	17,943	3,775
Industrial	9,398	12,662	3,264
Total (Retail, Office, Industrial)	**35,734**	**44,037**	**8,303**
Total Jobs (all sectors)	**55,201**	**69,211**	**14,010**
Downtown Specific Plan Area			
Retail/Service	1,907	2,407	500
Office/Public Institutional	3,731	4,731	1,000
Total Jobs	**5,638**	**7,138**	**1,500**

Job estimates from Stanley R. Hoffman Associates, Inc., August 2003, and UCSB Economic Forecast Project. Job estimates for are based upon the "low growth" estimates from the report.

For cumulative traffic impacts, the analysis considers the effects of regional traffic growth in addition to the effects of development projected for the City of Ventura. The forecasts of regional growth are the same as those used in the 2005 General Plan EIR. For cumulative impacts to regional air quality and solid waste disposal facilities, the analysis considers the effects of countywide growth as forecast by the Ventura County Air Pollution Control District (APCD) and the Southern California Association of Governments (SCAG). APCD forecasts are

discussed in Section 4.1, *Air Quality*. SCAG forecasts are discussed in the 2005 General Plan EIR.

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4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the potentially significant environmental impacts associated with implementation of the DTSP. A "significant effect" is defined by the *CEQA Guidelines* (Section 15382) as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

The assessment of each issue area begins with a description of the setting for the particular issue. The setting describes current conditions within the Specific Plan area and, as appropriate, the regulatory framework under which that specific issue area is regulated at the federal, state, and/or local level.

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

> ***Class I, Unavoidably Significant:*** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the *CEQA Guidelines*.
>
> ***Class II, Significant but Mitigable:*** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under Section 15091 of the *CEQA Guidelines*.
>
> ***Class III, Less than Significant:*** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
>
> ***Class IV, No Impact or Beneficial:*** An instance in which the project would result in no physical change or an effect that would reduce existing environmental problems or hazards.

Following each environmental effect discussion is a list of recommended mitigation measures (if required) and the level of significance remaining after implementation of the measures.

Because this is a program level document, the mitigation measures consist of new policies and actions that can be added to the Specific Plan to address potential impacts at a programmatic level. Individual developments that could be accommodated under the DTSP may require specific mitigation that would be incorporated as part of the subsequent environmental review of the individual project. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

4.1 AIR QUALITY

This section analyzes the impacts of the DTSP upon local and regional air quality. Both temporary impacts relating to construction activity and long-term impacts associated with population growth and associated growth in vehicle traffic and energy consumption are discussed.

4.1.1 Setting

a. Local Climate and Meteorology. The semi-permanent high pressure system west of the Pacific coast strongly influences California's weather. It creates sunny skies throughout the summer and influences the pathway and occurrence of low pressure weather systems that bring rainfall to the area during October through April. As a result, wintertime temperatures in Ventura are generally mild, while summers are warm and dry. During the day, the predominant wind direction is from the west and southwest, and at night, wind direction is from the north and generally follows the Santa Clara River Valley.

Predominant wind patterns are occasionally broken during the winter by storms coming from the north and northwest and by episodic Santa Ana winds. Santa Ana winds are strong northerly to northeasterly winds that originate from high pressure areas centered over the desert of the Great Basin. These winds are usually warm, very dry, and often full of dust. They are particularly strong in the mountain passes and at the mouths of canyons.

Daytime summer temperatures in the area average in the high 70s to the low 90s. Nighttime low temperatures during the summer are typically in the high 50s to low 60s, while the winter high temperatures tend to be in the 60s. Winter low temperatures are generally in the 40s. Annual average rainfall in Ventura ranges from about 14 to 16 inches, almost all of which falls in winter months.

Two types of temperature inversions (warmer air on top of colder air) are created in the Ventura County area: subsidence and radiational (surface). The subsidence inversion is a regional effect created by the Pacific high in which air is heated as it is compressed when it flows from the high pressure area to the low pressure areas inland. This type of inversion generally forms at about 1,000 to 2,000 feet and can occur throughout the year, but is most evident during the summer months. Surface inversions are formed by the more rapid cooling of air near the ground at night, especially during winter. This type of inversion is typically lower and is generally accompanied by stable air. Both types of inversions limit the dispersal of air pollutants within the regional airshed. The primary air pollutant of concern during the subsidence inversions is ozone, while carbon monoxide and nitrogen oxides are of greatest concern during winter inversions.

b. Air Pollutants of Concern in Ventura County. The primary air pollutants of concern in Ventura County are ozone (O_3), suspended particulates (PM_{10} and $PM_{2.5}$), and carbon monoxide (CO). Each of these is described below.

Ozone. Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic compounds (ROC). Nitrogen oxides are formed

during the combustion of fuels, while reactive organic compounds are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in serious concentrations between the months of May and October. Ozone is a pungent, colorless toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Suspended Particulates. PM_{10} is small particulate matter measuring no more than 10 microns in diameter. It is mostly composed of dust particles, nitrates, and sulfates. PM_{10} is a by-product of fuel combustion and wind erosion of soil and unpaved roads, and is directly emitted into the atmosphere through these processes. PM_{10} is also created in the atmosphere through chemical reactions. Particles less than 10 micrometers in diameter (PM_{10}) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers in diameter ($PM_{2.5}$) are referred to as "fine" particles and are believed to pose the greatest health risks. Because of their small size (approximately 1/30th the average width of a human hair), fine particles can lodge deeply into the lungs. Fine particulate matter is composed primarily as a by-product of combustion, while matter between 2.5 and 10 microns is mostly dust from roads and grinding or crushing operations. Fine particulate matter poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

An important fraction of the particulate matter emission inventory is that formed by diesel engine fuel combustion. Particulates in diesel emissions are very small and readily respirable. The particles have hundreds of chemicals adsorbed onto their surfaces, including many known or suspected mutagens and carcinogens. The California Office of Environmental Health Hazard Assessment (OEHHA) reviewed and evaluated the potential for diesel exhaust to affect human health, and the associated scientific uncertainties (California EPA, ARB, April 1998). Based on the available scientific evidence, it was determined that a level of diesel PM exposure below which no carcinogenic effects are anticipated has not been identified. The Scientific Review Panel that approved the OEHHA report determined that based on studies to date that 3×10^{-4} $(\mu g/m^3)^{-1}$ is a reasonable estimate of the unit risk for diesel PM. This means that a person exposed to a diesel PM concentration of 1 $\mu g/m^3$ continuously over the course of a lifetime has a 3 per 10,000 chance (or 300 in one million chance) of contracting cancer due to this exposure. Based on an estimated year 2000 statewide average concentration of 1.26 $\mu g/m^3$ for indoor and outdoor ambient air, about 380 excess cancer cases per one million population could be expected if diesel PM concentrations remained the same (ARB, October 2000).

Compared to other air toxics the ARB has identified and controlled, diesel PM emissions are estimated to be responsible for about 70% of the total ambient air toxics risk. In addition to these general risks, diesel PM can also be responsible for elevated localized or near-source exposures ("hot spots"). Depending on the activity and nearness to receptors, these potential risks can range from small to 1,500 per million or more (ARB, October 2000). Risk characterization scenarios have been conducted by the ARB staff to determine the potential excess cancer risks involved due to the

location of individuals near to various sources of diesel engine emissions, ranging from school buses to high volume freeways.

Diesel PM emissions are expected to decrease 30% from 2000 to 2020 due to currently adopted on-road standards and fleet turn-over as new vehicles with controls replace older vehicles with little or far less effective controls, but such reductions will not be sufficient to fully reduce the existing risk. ARB staff have prepared a Diesel Risk Reduction Plan (ARB, October 2000) that includes a comprehensive plan to significantly reduce diesel PM emissions. The ARB is in the process of developing specific regulations to implement the plan. The basic concept is to require all new diesel-fueled vehicles and engines to use state-of-the-art catalyzed diesel particulate filters (DPFs) and very low-sulfur diesel fuel. Also, where technically and economically feasible, the ARB staff recommends that existing vehicles and engines should be retro-fitted to further reduce particulate emissions. For example, the ARB in 2001 adopted new PM and NO_x emission standards to clean up large diesel engines that power big-rig trucks, trash trucks, delivery vans and other large vehicles. The new standard for PM takes effect in 2007 and reduces emissions to 0.01 gram of PM per brake horsepower-hour (g/bhp-hr.), a 90% reduction from the existing standard.

The USEPA is also working to reduce the emissions from diesel engines. The USEPA finalized a new rule in December 2000 for on-road vehicles requiring petroleum refiners to remove all but 15 parts per million (ppm) of sulfur from diesel fuel by mid-2006, and requiring engine makers to reduce particulate matter emissions by almost 90% and NO_x levels by up to 95% for new engines by the model year 2007.

Carbon Monoxide. Carbon monoxide, a colorless, odorless, poisonous gas, is a local pollutant that is found in high concentrations only very near the source. The major source of carbon monoxide is automobile engines. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

c. Air Quality Regulation. Both the federal and state governments have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in the California Environmental Protection Agency. County-level Air Pollution Control Districts (APCDs) provide local management of air quality. The CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The CARB has established 14 air basins statewide.

The USEPA has set primary national ambient air quality standards (NAAQS) for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), suspended particulates, known as PM_{10} (particulate matter with a diameter of 10 microns or less) and $PM_{2.5}$ (particulates of less than 2.5 microns in diameter), and lead (Pb). Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, the State of California has established health-based ambient air quality standards for

these and other pollutants, some of which are more stringent than the federal standards. Table 4.1-1 lists the current federal and state standards for regulated pollutants.

Table 4.1-1
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	1-Hour	---	0.09 ppm
	8-Hour	0.08 ppm	0.07 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.05 ppm	---
	1-Hour	---	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	---
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	---	0.25 ppm
PM_{10}	Annual	50 µg/m^3	20 µg/m^3
	24-Hour	150 µg/m^3	50 µg/m^3
$PM_{2.5}$	Annual	15 µg/m^3	12 µg/m^3
	24-Hour	65 µg/m^3	--
Lead	30-Day Average	---	1.5 µg/m^3
	3-Month Average	1.5 µg/m^3	---

ppm = parts per million
µg/m^3 = micrograms per cubic meter

Source: California Air Resources Board

The federal one-hour ozone standard was revoked in June 2005. Under this new rule, Ventura County has been listed as "moderate nonattainment" for the eight-hour ozone standard with a required attainment date of June 2010.

The USEPA is currently in the process of reviewing the particulate matter standards and issued a Draft Staff Paper in January 2005 for public review and comment regarding the policy implications of the latest scientific and technical information regarding particulate matter. In this report, USEPA staff recommends continuing the $PM_{2.5}$ annual standard while reducing the 24-hour standard to between 25-35 µg/m^3 <u>or</u> reducing both standards, the annual to 12 µg/m^3 (same as California standard) and the 24-hour standard to 35-40 µg/m^3. The PM_{10} standard is recommended to be revised to not include the 2.5 micron increment.

Ventura is located in the Ventura County portion of the South Central Coast Air Basin. The Ventura County Air Pollution Control District (APCD) is the designated air quality control agency in the Ventura County portion of the Basin. The Ventura County portion of the South Central Coast Air Basin is a state and federal non-attainment area for ozone and a state non-attainment area for suspended particulates. The City is within the "Ventura growth area" designated by the VCAPCD; however, portions of West Ventura are immediately adjacent to

the "Ojai Planning Area" and emissions generated in West Ventura can affect air quality within the Ojai Valley airshed.

The City of Ventura further regulates air quality through the City's Air Quality Ordinance (Ordinance 93-37). This ordinance requires developers of projects that generate emissions exceeding Ventura County APCD (VCAPCD) significance thresholds to pay air quality impact mitigation fees to the City's Air Quality Mitigation Fund. Fess paid to the City's Air Quality Mitigation Fund are used to fund improved transit facilities, express transit service in high ridership areas, provide financial incentives for large users to provide fleet vehicles fueled by alternative fuels, sponsor and fund van pools, develop off-site commuter bike trails, park and ride lots, or provide seed funding for a Transportation Management Association.

d. Current Ambient Air Quality. The Air Quality Monitoring Stations in El Rio and at Emma Wood State Beach are the nearest to the City of the seven VCAPCD monitoring stations. Air quality at the Ojai monitoring station can also be affected by air pollutants generated in the West Ventura area. The El Rio monitoring station measures ozone, CO, NO_2, and PM_{10}. The Emma Wood station measures ozone. The Ojai station measures ozone, PM_{10}, and NO_2. Table 4.1-2 lists air quality data for the El Rio monitoring station, Table 4.1-3 lists air quality data for the Emma Wood station, and Table 4.1-4 lists air quality data for the Ojai monitoring station.

Ozone concentrations at the El Rio monitoring station did not exceed federal or state standards during 2003-2005. Ozone concentrations at the Emma Wood station exceeded state standards on three days in 2003 and one day in 2004. Concentrations of PM_{10} at El Rio exceeded the state standard all three years (2003-2005), but the federal PM_{10} standard was not exceeded in either location. Ventura County is in attainment for the federal $PM_{2.5}$ standard. Neither carbon monoxide nor nitrogen dioxide at the El Rio station exceeded federal or state standards.

Ozone concentrations at the Ojai monitoring station exceeded the federal 1-hour standard once in 2003, but did not exceed the federal standard in 2004 or 2005. Ozone concentrations exceeded the state 1-hour standard on 24 days in 2003, 7 days in 2004, and 8 days in 2005. Eight-hour concentrations exceeded the federal standard on 22 days in 2003, 13 days in 2004, and 4 days in 2005. PM_{10} concentrations did not exceed the federal standard during the 2003-05 period, but the state standard was exceeded twice in 2003.

The major sources of ozone precursors in Ventura County are motor vehicles and other mobile equipment, solvent use, pesticide application, the petroleum industry, and electric utilities. The major sources of PM_{10} are road dust, construction, mobile sources, and farming operations. Locally, Santa Ana winds are responsible for entraining dust and occasionally causing elevated PM_{10} levels.

e. Air Quality Management Plan. The 1994 Air Quality Management Plan (AQMP) prepared by the Ventura County APCD includes a number of air pollution control measures to reduce emissions and bring the region into compliance with the federal ozone standard. The AQMP was revised in 1995, 1997, and 2004 and predicted attainment of the federal one hour ozone standard by 2005. Based on the last three years of monitoring, Ventura County has effectively attained the federal one hour ozone standard. Further emission reductions are needed to attain the eight hour standard. To that end, the APCD is currently developing a new

Table 4.1-2
Ambient Air Quality Data for the El Rio Monitoring Station

Pollutant	Air Pollution Data		
	2003	2004	2005
Ozone, ppm – maximum hourly concentration (ppm)	0.081	0.084	0.076
Number of days of state exceedances (>0.09 ppm)	0	0	0
Number of days of federal exceedances (>0.12 ppm)	0	0	0
Ozone, ppm - maximum 8-hour concentration (ppm)	0.071	0.079	0.067
Number of days of federal exceedances (>0.08 ppm)	0	0	0
Carbon Monoxide, ppm - Worst 8 Hours	3.50	1.52	NR
Number of days of state 1-hour exceedances (>20.0 ppm)	0	0	NR
Number of days of state 8-hour exceedances (>9.0 ppm)	0	0	NR
Nitrogen Dioxide, ppm - Worst Hour	0.057	0.063	0.070
Number of days of state exceedances (>0.25 ppm)	0	0	0
Particulate Matter <10 microns, maximum concentration in $\mu g/m^3$ (State/Fed)	127.2/ 123.8	59.3/ 59.6	54.4/ 54.0
Number of samples of state exceedances (>50 $\mu g/m^3$)	5	1	2
Number of samples of federal exceedances (>150 $\mu g/m^3$)	0	0	0
Annual Average (state standard = 30$\mu g/m^3$)	NR	28.8	25.6
Annual Average (federal standard = 50$\mu g/m^3$)	30.1	28.1	24.9
Particulate Matter <2.5 microns, maximum 24-hour average concentration in $\mu g/m^3$	81.7	28.5	24.9
Number of samples of federal 24-hour average exceedances (>65 $\mu g/m^3$)	1	0	0
98% concentration, $\mu g/m^3$	28.7	27.0	NR
Annual Average (federal standard = 15 $\mu g/m^3$)	11.8	11.4	NR

NR = Not Reported
Source: ARB, Air Quality Data Statistics; available at http://www.arb.ca.gov/aqd/aqdpage.htm.

Table 4.1-3
Ambient Air Quality Data for the Emma Wood Monitoring Station

Pollutant	Air Pollution Data		
	2003	2004	2005
Ozone, ppm - maximum hourly concentration (ppm)	0.094	0.093	0.088
Number of days of state exceedances (>0.09 ppm)	3	1	0
Number of days of federal exceedances (>0.12 ppm)	0	0	0
Ozone, ppm - maximum 8-hour concentration (ppm)	0.078	0.082	0.076
Number of days of federal exceedances (>0.08 ppm)	0	1	0

Source: ARB, Air Quality Data Statistics; available at http://www.arb.ca.gov/aqd/aqdpage.htm.

Table 4.1-4
Ambient Air Quality Data for the Ojai Monitoring Station

Pollutant	Air Pollution Data		
	2003	2004	2005
Ozone, ppm - maximum hourly concentration (ppm)	0.130	0.113	0.110
Number of days of state exceedances (>0.09 ppm)	24	7	8
Number of days of federal exceedances (>0.12 ppm)	1	0	0
Ozone, ppm - maximum 8-hour concentration (ppm)	0.114	0.097	0.092
Number of days of federal exceedances (>0.08 ppm)	22	13	4
Nitrogen Dioxide, ppm - Worst Hour	0.038	0.041	NR
Number of days of state exceedances (>0.25 ppm)	0	0	NR
Particulate Matter <10 microns, maximum concentration in $\mu g/m^3$ (State/Fed)	56.5/ 57.5	43.8/ 43.2	NR
Number of samples of state exceedances (>50 $\mu g/m^3$)	2	0	NR
Number of samples of federal exceedances (>150 $\mu g/m^3$)	0	0	NR

Source: ARB, Air Quality Data Statistics; available at http://www.arb.ca.gov/aqd/aqdpage.htm.

AQMP, with a draft anticipated for submission to the EPA in June of 2007 (Scott Jones, VCAPCD 2006). The 2007 AQMP will contain strategies for attainment of the new eight-hour federal ozone standard by 2010. It will also incorporate updated projections of population, dwelling units, and motor vehicle emissions. The population projections are being updated by SCAG and will be submitted to the VCAPCD based on Countywide projections rather than by individual jurisdictions as has been done in the past (VCAPCD, 2006).

Ventura County must also comply with the California Clean Air Act (effective January 1, 1989), which requires attainment of the California Ambient Air Quality Standards by the earliest practicable date. The state ozone standard is more stringent than the federal standard and is more difficult to achieve. The latest Triennial Plan Assessment and Update (VCAPCD, February 2004) does not predict an attainment date for the state ozone standard, but provides documentation that the County has met exposure reductions mandated under the state Health and Safety Code Section 40920. Health and Safety Code Section 40914(b) (2) requires a demonstration that the plan to attain the ozone standard is to provide for expeditious implementation of "every feasible measure" to reduce ozone precursor emissions. Per the Triennial Plan Assessment and Update, VCAPCD staff examined 26 emission source categories with the "Most Stringent All Feasible Measures List" prepared by the California Air Pollution Control Officers Association Rules Subcommittee and determined that "all feasible measures" have been implemented for 13 of the source categories. The District has scheduled rule making from 2004-2006 for the other 13 emission source categories.

f. Sensitive Receptors. Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are therefore schools and hospitals. Two schools are located within the DTSP area: Lincoln Elementary is located between Main and Santa Clara Streets east of Ann Street and the Montessori Learning Center is located west of Memorial Park adjacent Main Street. In addition, Cabrillo Middle School is located immediately east of the DTSP boundary between Thompson Boulevard and Santa Clara Street. No hospitals are located within the DTSP area. The closest hospital is Community Memorial Hospital, which is located approximately 1.5 miles east of the Specific Plan area.

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of the DTSP's air quality impacts follows the guidance and methodologies recommended in the Ventura County air Quality Assessment Guidelines (October 2003).

The VCAPCD recommends 25 pounds per day thresholds for ROC and NO_x emissions that apply to individual development projects within the Ventura growth area. For the Ojai Planning Area (which is adjacent to portions of the West Ventura area), the VCAPCD recommends thresholds of 5 pounds per day for ROC and NO_x emissions. Significance thresholds for regionally significant planning programs, such as the DTSP are typically based on whether growth accommodated by the planning program exceeds regional growth forecasts,

thus delaying the attainment of regional air quality objectives. For the purposes of this analysis, long-term impacts to regional air quality are determined to be significant if growth accommodated under the DTSP would be inconsistent with adopted Air Quality Management Plan (AQMP) growth forecasts through 2025. In addition, a significant impact would occur if growth accommodated under the DTSP would produce operational emissions in excess of the 25 lbs/day thresholds for NO_x and/or ROC.

The population projections in the AQMP are adopted from the Southern California Association of Governments (SCAG) and are expected to increase under the 2007 AQMP that is currently being drafted by the VCAPCD (Scott Jones, VCAPCD 2006). Projects and programs requiring an analysis of consistency with the AQMP include general plan updates and amendments, specific plans, area plans, large residential developments and large commercial/industrial developments. The consistency analysis evaluates the following questions:

Are the population projections used in the plan or project equal to or less than those used in the most recent AQMP for the same area?
Is the rate of increase in vehicle trips and miles traveled less than or equal to the rate of population growth for the same area?
Have all applicable land use and transportation control measures from the AQMP been included in the plan or project to the maximum extent feasible?

If the answer to all of the above questions is yes, then the proposed project or plan is considered consistent with the AQMP. If the answer to any one of the questions is no, then Specific Plan development could potentially delay or preclude attainment of the state ozone standard. This would be considered inconsistent with the AQMP.

Long-term impacts are also considered potentially significant if the growth in traffic accommodated under the DTSP would have the potential to create CO "hot spots" where CO concentrations exceed state or federal standards. Such hot spots typically occur at severely congested intersections where a level of service (LOS) E or F is projected.

The VCAPCD has not adopted significance thresholds for construction-related emissions because of their temporary nature. Nevertheless, because the region does not meet the federal or State standards for ozone or the State standard for PM_{10}, the City requires implementation of standard emission and dust control techniques for all construction per Action 7.23 of the 2005 General Plan.

b. Project Impacts and Mitigation Measures.

Impact AQ-1	**Population growth anticipated under the DTSP would not by itself exceed the population forecasts of the Ventura County Air Quality Management Plan. Thus, the impact relating to AQMP consistency is considered Class III, *less than significant*.**

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. The population forecasts upon which the Ventura County AQMP is based

are used to estimate future emissions and devise appropriate strategies to attain state and federal air quality standards. When population growth exceeds the forecasts upon which the AQMP is based, emission inventories could be surpassed, which could affect attainment of standards.

The Ventura County AQMP relies on the most recent population estimates developed by the Metropolitan Planning Organization (MPO). SCAG acts as the MPO for Ventura County. According to SCAG's 2004 Regional Transportation Plan (RTP) population forecasts, the projected 2025 population for the City of Ventura is 123,645. This represents an average annual growth rate of 0.78%.

An estimated 1,600 residences would be added within the Specific Plan area through 2025 under the DTSP (approximately 20% of the Citywide growth through 2025). Based on the current average household size in the City (2.6 persons/ household), this number of units would generate 4,160 new residents. When added to the current population of 105,812, this would bring the overall population to 109,972. This is well within the projected citywide population of 123,645. Therefore, the DTSP would not in itself generate population exceeding regional forecasts and would be consistent with the AQMP.

The DTSP implements goals, policies, and actions contained in the 2006 DTSP/2005 General Plan designed to partially alleviate increases in traffic and energy consumption, and associated increases in air pollutant emissions. Two such examples are the multi-modal transit center and the Downtown Parking Management Program (DPMP), which implement DTSP overarching goals 6 and 7.

- *Goal 6. Mobility in Transportation - Create an integrated transportation system that effectively serves the Downtown area, making the Downtown a place where people prefer to walk, bike or ride public transit rather than drive a car.*
- *Goal 7. "Park Once" Management Strategy - Efficiently manage supply and demand for Downtown parking to accommodate visitor, commuter and residential parking needs.*

The multi-modal transit center would combine as many forms of transportation as possible within one location. Plans for the multi-modal transit center aim to incorporate rail, bus, and bicycle rental/storage in one location along with a parking garage to facilitate the use of alternative forms of transportation for general travel within the downtown area. The DTSP aims to shift the appeal of individual vehicular travel to pedestrian oriented travel through reduction and elimination of some parking requirements for new development/redevelopment under the DTSP Development Code. The Downtown Parking Management Program (DPMP) [Section V of the Specific Plan] consists of five phased efforts to manage parking supply and demand thereby reducing the appeal of individual vehicular travel and funding programs for alternative transportation (refer to impact discussion TC-4 in Section 4.4 *Transportation and Circulation* for the entire DPMP). Some of the key efforts are summarized here and would serve to:

- *Allow payment of in-lieu parking fees for development with revenue used to fund parking and transportation management strategies,*
- *Separate parking charges from development charges to facilitate administrative use of parking fees for transportation based programs;*

- *Form a new Parking Benefit District in the DTSP area to manage parking supply and demand in the Downtown Planning area and prevent unwanted spillover parking in adjacent residential neighborhoods.*
- *Reduce minimum parking requirements to levels that reflect urban demand in a downtown district*
- *Hire new parking management staff (or contractors) to implement the requirements of this plan and perform ongoing monitoring and supply and demand analyses.*

Development of these transportation focused programs in concert with pedestrian linkage improvements between the beach and downtown commercial center along the Figueroa, California, and Ash Streets would serve to discourage the use of vehicles within the downtown area and shift accessibility appeal toward pedestrian, bus, bicycle and shared vehicle access thereby reducing vehicle miles traveled. Recent research indicates that infill development reduces vehicle miles traveled (VMT) and associated air pollutant emissions as compared to development on sites at the periphery of metropolitan areas, also known as "greenfield" sites. For example, a 1999 simulation study conducted for the U.S. Environmental Protection Agency comparing infill development to greenfield development found that infill development results in substantially fewer VMT per capita and generates fewer emissions of most air pollutants and greenhouse gases (see Table 4.1-5).

Table 4.1-5
Comparison of VMT and Emissions: Infill versus Greenfield Development

Case Study	Per Capita Daily VMT, Infill as a Percentage of Greenfield	Emissions, Infill as a Percentage of Greenfield
San Diego, CA	52%	CO 88% NO_x 58% SO_x 51% PM 58% CO_2 55%
Montgomery County, MD	42%	CO 52% NO_x 69% SO_x 110% PM 50% CO_2 54%
West Palm Beach, FL	39%	CO 75% NO_x 72% SO_x 94% PM 47% CO_2 50%

Source: Allen, E., Anderson, G., and Schroeer, W., "The Impacts of Infill vs. Greenfield Development: A Comparative Case Study Analysis," U.S. Environmental Protection Agency, Office of Policy, EPA Publication #231-R-99-005, September 2, 1999.

Similarly, a 1991 study presented to the California Energy Resources Conservation and Development Commission (Holtzclaw, 1991. Included in Appendix B) found that a doubling of residential densities is associated with a 20-30% reduction in per capita VMT. By increasing the overall population density of the community and encouraging mixed land uses, the DTSP would be expected to generally reduce per capita automobile trips and travel distances as

compared to continued lower density development at the periphery of the Planning Area. This would generally reduce per capita air pollutant emissions associated with vehicle use and would at least partially offset the 2005 General Plan exceedance of the 2025 population forecast upon which the AQMP is based.

The rate of increase in vehicle trips is expected to be less than the population growth rate for development under the DTSP. In addition, policies, actions, and land use strategies contained in the 2005 General Plan and DTSP would incorporate AQMP transportation control measures to the maximum extent feasible. Therefore, the proposed project could be found to be consistent with relevant AQMP policies and no significant impact is anticipated.

Mitigation Measures. As discussed above, the DTSP includes projects (pedestrian linkage improvements and the multi-modal transit center) and programs (DPMP) designed to reduce automobile traffic within the Downtown Area. Implementation of these projects and programs would reduce air pollutant emissions to the degree feasible. Impacts of the DTSP are less than significant and no mitigation is required.

Significance After Mitigation. Impacts would be less than significant without mitigation. Furthermore, implementation of the DTSP would implement projects such as the DPMP and the Multi-Modal Transit Center that would reduce future vehicle miles traveled.

Impact AQ-2	**Development of 1,600 residential units and 450,000 s.f. of commercial and office use under the DTSP would generate operational and area emissions of ROC and NOx in excess of the 25 lb/day threshold. Operation of individual developments accommodated under the proposed DTSP would incrementally contribute to the exceedance, but may not individually exceed the 25 lb/day VCAPCD threshold. Thus, contributions to the City's existing Air Quality Mitigation Program (Ordinance 93-37), which is triggered by emissions in excess of 25 lbs/day would not mitigate the effects of combined development. However, payment of fees toward a Transportation Demand Management fund designed to capture incremental contributions by small individual developments would reduce this impact to a Class II, *significant but mitigable*, level.**

Long-term operational emissions associated with growth accommodated under the DTSP are those associated with vehicle trips and stationary sources (electricity and natural gas). The DTSP would accommodate an estimated 1,600 residences, 100,000 square feet of retail development, 200,000 square feet of office development, and 150,000 square feet of hotel development. These uses were input into the URBEMIS 2002 v.8.7 emissions modeling program with a target year of 2020 (URBEMIS will not allow a target year greater than 2020) to determine the amount of operational emissions that would result from projected development. Results of the analysis are presented in Table 4.1-6.

Table 4.1-6
Projected Daily Project Operational and Area Emissions Due to DTSP Development

Project Component	Emissions (lbs/day)	
	ROC	NO_X
Stationary	110.86	16.33
Mobile	55.33	82.78
Total	166.2	99.11
Adjusted Total *	**151.35**	**70.26**
Threshold	*25*	*25*

Source: URBEMIS 2002 v.8.7 (see Appendix B).

** Adjusted total reflects daily emissions based on incorporation of URBEMIS "mitigation" (pass by trips, residential mix of uses, local-serving retail, residential transit service, residential bicycle/pedestrian friendliness, non-residential mix of uses, non-residential local-serving retail, non-residential transit service, non-residential pedestrian/bicycle friendliness and double counting trip discount). These are project characteristics, and are already included in the existing environment, as well as enhanced with development under the Specific Plan as proposed.*

Projected DTSP development would generate an estimated 153 pounds per day of ROC and 72 pounds per day of NO_x. Daily emissions of both pollutants exceed the VCAPCD's 25 pounds per day thresholds. It should be noted that the Specific Plan incorporates several features that would serve to reduce emissions by reducing vehicle miles traveled through restricting parking, increasing pedestrian access and increasing access to alternative modes of transportation (Policy 6A, Actions 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8; Policy 6B, Actions 6.10, 6.11, 6.12; Policy 6C, Action 6.15; Policy 6D, Action 6.16, and 6.17; Policy 7A, Action 7.1; Policy 7B, Action 7.2). These features are already incorporated into the DTSP and would serve to generally reduce project-generated emissions. For the purposes of quantifying the emissions reduction, these elements were modeled as "mitigation" in the URBEMIS 2002 v.8.7 program.

It should also be noted that the target year is actually anticipated as 2025, which would result in a slightly lower emissions estimate due to increases in vehicle efficiency and technological advances that reduce the amount of emissions produced by vehicles. For example, carbon monoxide levels as indicated in Figure 4.1-1 (California Air Resources Board) are projected to decline by approximately 35% in the year 2020 as compared with emissions in 2005. Nevertheless, as noted above, daily emissions associated with DTSP development are projected to exceed VCAPCD thresholds and are therefore considered significant.

Mitigation Measures. The City's Air Quality Ordinance (Ordinance 93-37) requires developers of projects that generate emissions exceeding VCAPCD significance thresholds to pay air quality mitigation fees that are used to offset project emissions through funding of programs and improvements which are intended to reduce reliance on single automobile travel such as transit improvements, rideshare programs, and park and ride facilities. The fee is based on a formula developed by the VCAPCD and included in the District's Air Quality Assessment

Guidelines (October 2003) as stipulated in Ordinance 93-37. The following measure would implement this requirement for individual projects within the Specific Plan area that incrementally contribute to an exceedance that would occur with combined development of 1,600 residences and 450,000 s.f. of commercial/hotel/office use.

AQ-2 **TDM Fund.** The following Action should be added to the DTSP to address air quality impacts:

Specific Plan area developers shall contribute toward a Transportation Demand Management (TDM) Fund to be used to develop regional programs to offset air pollutant emissions associated with growth anticipated under the DTSP. The total amount that would be contributed to an off-site TDM Fund, based upon the methodology described in Ordinance 93-37, is $512,445. The amount provided by residential development would be about 74% of this total, or $379,209. The amount provided by commercial development would be 26% of the total, or $133,236. Applicants for residential developments that would generate a net increase in units would pay $237/unit (assuming 1,600 residential units). Applicants for commercial development that would generate a net increase in building area would pay $0.30/square foot (assuming a total of 450,000 square feet). These fee estimates include an adjustment for inflation, but may be further adjusted by the City over time if development totals or emission factors change.

The TDM funds shall be used to finance City programs to reduce regional air pollutant emissions. Specific mitigation measures that could be undertaken using the TDM fund include, but are not limited to, enhanced public transit service, vanpool programs/ subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities.

Significance After Mitigation. Implementation of the above mitigation measure in association with development accommodated under the Specific Plan would reduce operational impacts to a level that is less than significant. The Downtown Specific Plan has been revised to include this mitigation measure as Action 6.9.

Impact AQ-3	**Construction of individual projects accommodated under the DTSP would result in temporary emissions of air pollutant emissions. The Ventura County APCD has not adopted significance thresholds for construction impacts because of their temporary nature; therefore, impacts would be Class III, *less than significant*. Nevertheless, implementation of standard emission and dust control techniques will be required on all future development per 2005 General Plan Action 7.23.**

Construction activity that would by accommodated over the next 20 years under the DTSP would cause temporary emissions of various air pollutants. Ozone precursors NO_x and CO would be emitted by the operation of construction equipment, while fugitive dust (PM_{10}) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. As a realistic worst-case scenario analysis, development of a 150 room hotel was modeled in Urbemis 2002 v.8.7 to estimate the amount of emissions that would be generated by a large project. Because the project is hypothetical, Urbemis default values for length of construction, area of disturbance and construction equipment were utilized. However, because the majority of land within the DTSP is already developed, the analysis included demolition of a 249,000 cubic foot structure. The modeling results are contained in Appendix B and summarized in Table 4.1-7.

Table 4.1-7
Construction Emissions Estimates (lbs/day)

Phase	ROC	NO_x	PM_{10}
Demolition	2.24	45.54	14.38
Site Grading	8.70	69.04	12.20
Building Construction	126.65	0.91	0.08

Source: URBEMIS 2002 v.8.7, modeling results contained in Appendix B.

Notes: ROC emissions are overestimated since compliance with APCD Rule 1113 equates to a reduction of 80%, thus resultant emissions would be 25.74 lbs/day. PM10 emissions due to fugitive dust are reduced 68% by watering exposed soil 3 x per day.

Impacts associated with individual construction projects are not generally considered significant because of their temporary nature. Nevertheless, given the amount of development that the DTSP would accommodate over the next 20 years, it is reasonable to conclude that some major construction activity could be occurring at any given time over the life of the DTSP. Impacts could also be complicated by the fact that multiple construction projects could occur simultaneously in close proximity.

Effects from construction are directly associated with the amount of land disturbance and development that will take place. As shown in Tables 2-4 in Section 2.0, *Project Description*, the DTSP is projected to accommodate 1,600 residences, 100,000 square feet of retail development, 200,000 square feet of retail development, and 150,000 square feet of hotel space.

Because the Specific Plan area is currently primarily built out, intensification would be expected to involve the demolition of existing older structures that were constructed with asbestos containing materials (ACMs). Demolition activity that disturbs friable asbestos could potentially create health hazards for receptors in the vicinity of individual demolition sites. However, all demolition activity involving ACMs is required to be conducted in accordance with VCAPCD Rule 62.7, which requires VCAPCD notification and use of licensed asbestos contractors to remove all ACMs prior to demolition. Compliance with Rule 62.7 on all future construction activity would reduce impacts to a less than significant level.

The effect of construction-related emissions upon sensitive receptors such as residences, schools, and hospitals depends upon the location of individual construction projects relative to sensitive receptors. It is not possible to predict where all future development might occur, but virtually any new development within the Downtown Area is likely to be adjacent to or near one or more sensitive receptors.

As mentioned above, the VCAPCD has not adopted significance thresholds for construction-related emissions since such emissions are temporary. Nevertheless, the Ventura County Air Quality Assessment Guidelines (October 2003) recommend various techniques to reduce construction-related emissions associated with individual developments. These include techniques to limit emissions of both ozone precursors (NO_X and ROC) and fugitive dust (PM_{10}) and are identified below:

- *Minimize equipment idling time.*
- *Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.*
- *Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.*
- *Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.*
- *The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.*
- *Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.*
- *Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:*
- *All trucks shall be required to cover their loads as required by California Vehicle Code §23114.*
- *All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.*
- *Graded and/or excavated inactive areas of the construction site shall be monitored by the City Building Inspector at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.*
- *Signs shall be posted on-site limiting traffic to 15 miles per hour or less.*
- *During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created*

by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.

- *Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.*
- *Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.*

Mitigation Measures. Although construction-related impacts are not considered significant, the 2005 General Plan includes an action that requires all contractors working in the City to implement construction mitigation measures included in the most recent version of Ventura County APCD's Ventura County Air Quality Assessment Guidelines. Thus, because the impact is less than significant, and because the 2005 General Plan includes an action that addresses air quality effects from construction activity, no additional mitigation is necessary.

Significance After Mitigation. Construction impacts are not considered significant and existing Action 7.23 from the 2005 General Plan would assure that construction related air quality effects are reduced to the maximum extent feasible.

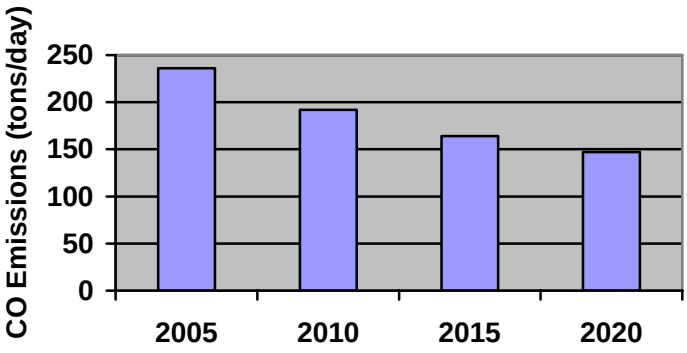
Impact AQ-4	**Increased traffic congestion associated with projected growth under the DTSP would potentially increase carbon monoxide (CO) concentrations at congested intersections. However, because intersections are forecast to operate at LOS C or better, CO hotspots are not anticipated. Impacts relating to CO "hot spots" are therefore considered Class III, *less than significant.***

All of Ventura County is in attainment of state and federal CO standards and has been for several years. At the El Rio monitoring station, the maximum 8-hour CO level recorded from 2003-2005 is 3.5 parts per million (ppm), less than half of the 9 ppm state and federal 8-hour standard. In addition, as shown on Figure 4.1-1, countywide CO emissions are projected to fall by about 38% by 2020, largely due to the use of cleaner operating vehicles (2005 General Plan).

Although CO is not expected to be a major air quality concern in Ventura County over the planning horizon, elevated CO levels can occur at or near intersections that experience severe traffic congestion. A project's localized air quality impact is considered significant if the additional CO emissions resulting from the project create a "hot spot" where the 1-hour or 8-hour standard is exceeded. This typically occurs at severely congested intersections. The Ventura County APCD's *Air Quality Assessment Guidelines* indicate that screening for possible elevated CO levels should be conducted for severely congested intersections experiencing level of service (LOS) E or F with project traffic where a significant project traffic impact may occur.

As discussed in Section 4.4, *Transportation and Circulation*, levels of service are projected to remain at C or better at all study area intersections. Thus, CO "hotspots" are not anticipated

Figure 4.1-1
Countywide Average CO Emissions



Source: California Air Resources Board, 2005 Almanac.

and CO modeling is not warranted. In addition, as noted above, the Ventura County region does not experience any CO "hot spots" and CO concentrations are expected to drop substantially over the planning period as cleaner technologies become available. As such, it is not anticipated that violations of state or federal standards would occur and impacts would be less than significant.

Mitigation Measures. None required.

Significance After Mitigation. Significant impacts associated with CO "hot spots" are not expected. Implementation of recommended transportation improvements would be expected to ensure that CO concentrations remain within state and federal standards throughout the study area.

c. Cumulative Impacts. The 2005 General Plan projected 2025 population of 126,153 represents an average annual growth rate of 0.88%. Thus, the population in the 2005 General Plan for 2025 is 2% over the 2025 AQMP population forecast for the City (123,645). As noted previously, this exceedance is primarily due to the fact that regional forecasts have not yet been adjusted to reflect the 2005 General Plan. In addition, policies and actions of the 2005 General Plan would implement many AQMP policies and generally reduce per capita vehicle miles traveled by reducing the distances between uses and improving opportunities for the use of alternative transportation modes. Nevertheless, the exceedance of SCAG's population forecast was considered an inconsistency with the AQMP, and the cumulative impact associated with implementation of the 2005 General Plan was classified as **Class I, *unavoidably significant*.** The DTSP's contribution to this cumulative impact is approximately 20% of the overall growth projected for the City and thus would be cumulatively considerable. Therefore, the DTSP would also have a **Class I, *unavoidably significant*** cumulative impact with respect to exceedandce of AQMP/SCAG population forecasts.

4.2 CULTURAL RESOURCES

This section analyzes the impacts of the DTSP on cultural resources. Impacts to both pre-historic archaeological resources and historic resources are addressed.

4.2.1 Setting

Cultural resources include pre-historic resources, historic resources, and Native American resources. Pre-historic resources represent the remains of human occupation prior to European settlement. Historic resources represent remains after European settlement and may be part of a "built environment," including man-made structures used for habitation, work, recreation, education and religious worship. Historic resources may also include natural features, sites, or areas having historical, archaeological, cultural, or aesthetic significance. Native American resources include cultural elements pertaining to Native American issues and values.

a. Pre-historic Resources. The diversity of natural resources, the temperate climate that allows for long growing seasons, proximity to the coast, and abundant natural materials available for tool manufacturing all combined to produce an archaeological record in Ventura of almost the entire chronological and cultural span of human activity in southern California. There is considerable evidence that indigenous peoples inhabited the Ventura area, and especially the area that became Downtown. Sub-surface prehistoric sites are located throughout the Downtown.

Significant Recorded Pre-Historic Sites. For the 1989 Comprehensive Plan Master EIR, an inventory of recorded archaeological sites was compiled from the files of the State Information Center, Institute of Archaeology, University of California at Los Angeles, site records, excavation reports, and relevant literature. This information was updated for the 2005 General Plan with materials obtained from the City, local museums, Native American organizations, and historical groups. In addition, a records search at the South Central Coastal Information Center was performed in October 2005 to further augment the existing database.

Within the Specific Plan area, there are 14 recorded archaeological sites, and one isolate. Pre-historic sites generally involve at least one of the following resources: middens, milling stone sites, large villages, cemeteries, hilltop bead shrines, flake scatters and camp workshops. Key resources include Shisholop Village and the San Buenaventura Mission, which are described below.

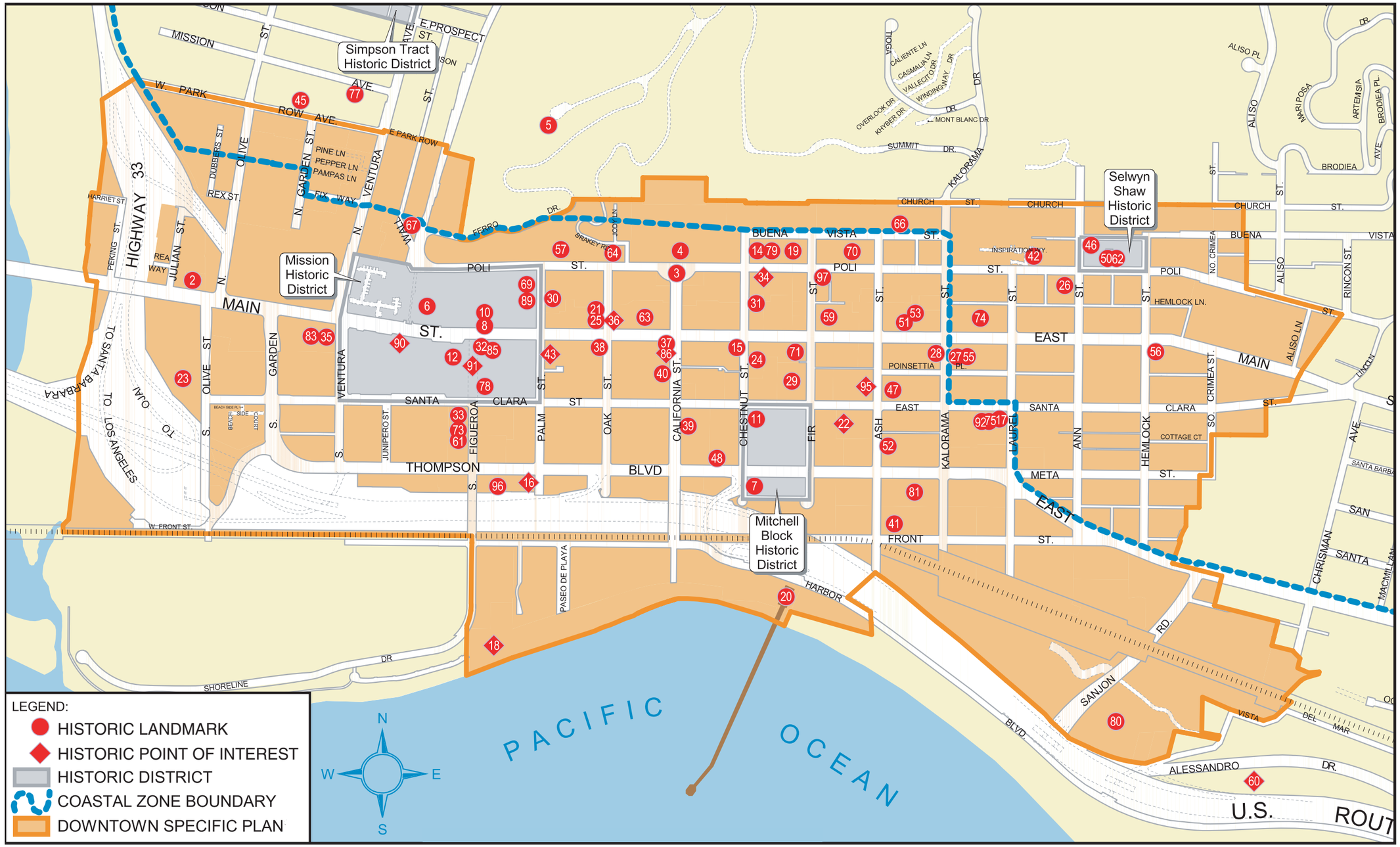
Shisholop Village. Also known as Historic Landmark 18, this site, located at the foot of Figueroa Street, once contained a Chumash village believed to have been a Chumash provincial capital. It is now an underground resource. Archaeological records show that the village was settled sometime around 1000 A.D. One portion of the village has been excavated. Additional remains may exist.

Mission Area. Village sites are present on both the north and south sides of Main Street in downtown Ventura. Important structures associated with the Mission have also been documented. The Mission Aqueduct, which is fragmented, lies in sections as it heads north and south from the Mission property.

b. Historic Resources. A Historic Landmarks and Districts Report (Historic Preservation Committee, October 2005) was prepared for the DTSP process; this report is published separately and is available for review on file at the City Community Development Department. A total of 80 designated historic sites/points of interest and three historic districts are located within the Specific Plan area. These include local, County, State, and National Register landmarks, landmark districts, and points of interest. There are two historic properties within the DTSP area that are operated as sites open to the public and run by the Parks and Recreation Department. These include the Albinger Archaeological Museum and Mission San Buenaventura. Figure 4.2-1 shows the locations of City-designated historic landmarks and historic districts within the Downtown. Historic resourcenumbers are assigned by the City and detailed in Table 4.2-1. Gaps in numbering are due to historical resources located outside of the DTSP area boundary.

Table 4.2-1 City-Designated Historic Resources

2	Ortega Adobe	31	Packard Garage	62	Suyter house
3	Father Serra statue	32	Peirano Store/Wilson Studios	63	El Jardin patio
4	County Courthouse	33	Peirano residence	64	R.E. Brakey residence
5	Grant Park cross	34	Theodosia Burr Shepherd Gardens	66	Charles Corcoran house
6	Mission Plaza site	35	Feraud General Merchandise Store	67	Charles Cooper house
7	Conklin home	36	First National Bank of Ventura	69	Hartman house
8	Mission Norfolk pines	37	First National Bank	70	J.A. Day house
10	San Buenaventura Mission	38	Bank of Italy	71	Ventura Mutual Fire Insurance Co.
11	Plaza Morton Bay fig	39	Dr. C.F. Miller residence	73	McCoskey Love house
12	Morton Bay fig	40	El Nido Hotel	74	Kate Duval house
14	Judge Ewing residence	41	Robert Sudden house	75	J. Hoover Love house
15	Ventura Guaranty Bldg.	42	Sheridan house	77	Dr. C.L. Bard residence
16	San Miguel Chapel site	43	Chaffey and McKeeby store	78	Carlo Hahn House
17	First Baptist Church	45	Righetti house	79	Hammond/Reese house
18	Shisholop Village site	46	Shaw house	80	Pierpont Inn
19	Bard Hospital	47	Jaque Roos house	81	A.D. Briggs residence
20	Ventura Wharf (pier)	48	Dacy Fazio house	83	Arcade building
21	Franz Home	50	Bert Shaw house	85	Mission Lavanderia
22	Magnolia Tree	51	Blackstock house	86	Erle Stanley Garner office
23	Hobson Brothers meat packing	52	Sifford house	89	Norton Ranch house
24	Ventura Theatre	53	Nellie Clover house	90	John C. Fremont camp
25	First Post Office building	55	Dunning house	91	China Alley Historical District
26	Hitching Post	56	Granger house	92	Louis Rudolph house
27	Apostolic Church	57	Morrison house	95	Mayfair Theatre Site
28	Southern Methodist Episcopal Church	59	David S. Blackburn house	96	Coast Live Oak Tree
29	Post Office murals	60	Alessandro Lagoon	97	92 North Fir Street
30	Old Town Livery/County Garage	61	Elwell house		



City of Ventura
Historic and Cultural Resources

Source: City of San Buenaventura, December 2006.

Figure 4.2-1

The most significant historic building in Downtown Ventura is the San Buenaventura Mission and its supporting structures, such as the San Miguel Chapel site and Mission Aqueduct. Downtown Ventura also possesses hundreds of commercial and residential buildings that were constructed between 1870 and 1930. Many of these buildings retain their original exterior façade and have been adaptively reused over the years. Other important historic resources are the many large trees that add character to the Downtown; the Moreton Bay fig in Plaza Park is perhaps the most striking example. The City has also designated three official Historic Districts within the DTSP area: the Selwyn Shaw Historic District (located north of Poli Street between Ann and Hemlock Streets), the Mission District (south of Poli Street, east of Ventura Avenue, north of Santa Clara and west of Palm Street), and the Mitchell Block (south of Thompson Boulevard, east of California Street), which also includes Plaza Park (north of Thompson Boulevard).

Historical landmarks that may also contain significant archaeological resources are mainly the 19th and early 20th century residences of Ventura citizens and early commercial buildings. These include the Ferraud and Peirano stores in the Downtown core and the Bard Hospital on North Fir Street.

In 1982, the City received a grant from the State Office of Historic Preservation to conduct a comprehensive survey of the Downtown and Ventura Avenue areas. This study, combined with the Historical Architectural Survey completed in 1980 as part of the Downtown San Buenaventura Redevelopment Study Area, created a list of potential landmark sites in the downtown and Avenue areas of the City. Many of these proposed landmarks have since been designated.

c. Regulatory Setting. A property may be designated as historic by National, State, or local authorities. In order for a building to qualify for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a locally significant property in the City of Ventura, it must meet one or more identified criteria of significance. If the designation is for a building, the structure should also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated. An explanation of these designations follows.

National Register of Historic Places. The National Register of Historic Places (NRHP), which is administered by the National Park Service, is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." However, the federal regulations explicitly provide that National Register listing of private property "does not prohibit under federal law or regulation any actions which may otherwise be taken by the property owner with respect to the property."

Listing in the National Register assists in preservation of historic properties through the following actions: recognition that a property is of significance to the nation, the state, or the community; consideration in planning for Federal or federally assisted projects; eligibility for Federal tax benefits; consideration in the decision to issue a federal permit; and qualification for Federal assistance for historic preservation grants, when funds are available. Properties may qualify for NRHP listing if they:

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

According to the NRHP guidelines, the essential physical features of a property must be present for it to be considered significant. Further, in order to qualify for the NRHP, a resource must retain its integrity, or the "ability to convey its significance." The seven aspects of integrity are:

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

The relevant aspects of integrity depend upon the NRHP criteria applied to the property. For example, a property nominated under the location criterion would be likely to convey its significance primarily through integrity of location, setting, and association. A property nominated solely under the design criterion would usually rely primarily on integrity of design, materials, and workmanship. The California Register procedures include similar language with regard to integrity.

California Register of Historic Resources. The California Register of Historic Resources is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate which properties are to be protected, to the extent prudent and feasible, from substantial adverse change. A resource is eligible for listing on the California Register if it meets any of the following criteria for listing:

A. *It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
B. *It is associated with the lives of persons important in our past;*
C. *It embodies the distinctive work of an important creative individual, or possesses high artistic values; or*

D. *It has yielded, or may be likely to yield, information important in prehistory or history.*

The California Register may also include properties listed in "local registers" of historic properties. A "local register of historic resources" is broadly defined in Public Resources Code Section 5020.1(k) as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Local registers of historic properties come in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current; and (2) landmarks designated under local ordinances or resolutions (Public Resources Code Sections 5024.1, 21804.1, 15064.5).

By definition, the California Register of Historic Resources also includes all "properties formally determined eligible for, or listed in, the National Register of Historic Places," (NRHP) and certain specified State Historical Landmarks. The majority of formal determinations of NRHP eligibility occur when properties are evaluated by the State Office of Historic Preservation in connection with federal environmental review procedures (Section 106 of the Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to owner objection. The minimum age criterion for the NRHP and the California Register is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP if they can be regarded as "exceptional", as defined by the NRHP procedures, or in terms of the California Register, if "it can be demonstrated that sufficient time has passed to understand its historical importance."

City of Ventura Criteria. City government plays an active role in the management and protection of important archeological and historic resources through the actions of the City's Cultural Affairs Commission and the Historic Preservation Committee (HPC). The HPC advises decision makers on issues that may affect historic resources and makes recommendations on the designation of historic districts, landmarks, sites, buildings, structures, and points of interest significant to the heritage and development of the City.

The Ventura Municipal Code, Chapter 24.455, *Historic Preservation Regulations*, establishes the procedures for identifying, designating, and preserving historic landmarks or points of interest. Pursuant to §24.455.120.2, a building, structure, archaeological excavation, or object that is unique or significant because of its location, design, setting, materials, workmanship, or aesthetic feeling may qualify as a landmark if it is marked by any of the following:

A. *Events that have made a meaningful contribution to the nation, state, or community*
B. *Lives of persons who made a meaningful contribution to national, state, or local history*
C. *Embodying the distinctive characteristics of a type, period, or method of construction*
D. *Reflecting or exemplifying a particular period of the national, state, or local history*
E. *The work of one or more master builders, designers, artists, or architects whose talents influenced their historical period, or work that otherwise possesses high artistic value*
F. *Representing a significant and distinguishable entity whose components may lack individual distinction*
G. *Yielding or likely to yield, information important to national, state, or local history or prehistory*

Pursuant to §24.455.120.3, any real property or object may qualify as a point of interest if:

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

Potential landmarks or points of interests are first considered by the Historic Preservation Committee at a noticed public hearing and with the property owner's permission. The Historic Preservation Committee then makes a recommendation to the Planning Commission. After consideration of the Historic Preservation Committee's recommendation, the Planning Commission is responsible for making a recommendation to the City Council, which, after consideration at a noticed public hearing, has sole authority to designate landmarks or points of interest. If the proposed landmark meets the applicable standards set forth in the Ventura City Code 1971, Section 3.310.170, then the Council may vote to adopt a resolution approving a landmark or point of interest and refer such recommendation to the County Clerk's office.

In addition to the designation of individual historical landmarks and points of interest, the Historic Preservation Committee, Planning Commission, and, ultimately, the City Council may designate certain areas of the City as Historic District (HD) Overlay Zones, pursuant to the City of Ventura Municipal Code, Chapter 23.340 and §24.455.310. The purpose of the HD Overlay Zone is to regulate a landmark, point of interest, or any combination thereof in order to:

A. *Protect against destruction or encroachment upon such areas and structures*
B. *Encourage uses which promote the preservation, maintenance, or improvement of landmarks and points of interest*
C. *Assure that new structures and uses within such areas will be in keeping with the character to be preserved or enhanced*
D. *Promote the educational and economic interests of the entire City*
E. *Prevent creation of environmental influences adverse to such purposes*

The procedure for establishing an HD Overlay Zone is similar to that required for designating a historical landmark or point of interest and includes recommendations by the Historic Preservation Committee and Planning Commission to the City Council for consideration at noticed public hearings. After designation as a historical landmark, point of interest, or Historic District, future development that might have an impact on designated buildings, structures, or areas is subject to design review for compliance with any architectural and development guidelines that the City Council has adopted as a part of the designation process.

The City has adopted the Mills Act, a state law that grants local governments the authority to directly implement a historic preservation program to encourage the preservation and restoration of designated Historic Landmarks. In exchange for property tax relief, property owners agree to maintain and preserve the exterior of their properties according to the Secretary of the Interior's Standards for the Treatment of Historical Properties guidelines.

The DTSP includes Historic Resource Design Guidelines that are intended to maintain the integrity of historic resources when alterations are proposed. Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The purpose of these guidelines is to facilitate the review of development proposals involving changes to a Historic Resource. The city staff shall use both the illustrative guidelines of Section 5.20.050 of the DTSP and the Secretary of the Interior's Standards and Guidelines for Rehabilitation when evaluating such proposed changes. In addition, Section 5.20.030 requires that development proposals having any of the following attributes shall require Design Review by the City's Historic Preservation Committee:

A. *Exterior additions or alterations to a Historic Resource*
B. *New construction on property containing a Historic Resource*
C. *New residential construction of four units or fewer in Historic District Overlay Zones Historic Resource Design Review requests are processed according to the procedural requirements of Zoning Regulation Chapter 24.515 (Design Review Procedure).*

Section 5.20.050 Historic Resource Design Guidelines outlines the Design Approach and Design Principles associated with modification of proposed structures as stated below.

A. *Design Approach. Design of infill buildings should be influenced by the other facades on the street but should not attempt to copy. Infill buildings should be sympathetic and compatible with surrounding buildings in terms of mass, scale, height, facade rhythm, placement of doors and windows, storefront design, color and use of materials.*
B. *Design Principles.*
    1. *Façade Proportion: Characteristic proportion of existing facades should be respected in relation to new infill development.*
    2. *Proportion of Openings: Maintain the predominant difference between upper story openings and street level storefront openings of adjoining existing development.*
    3. *Horizontal Rythyms: Integrate horizontal elements in the new development (e.g. cornice line, window height; width, and spacing) found in the adjoining historic structures.*
    4. *Wall Articulation: New development should avoid monolithic street wall facades. Development should learn from adjacent historical structures with facades. Development should learn from adjacent historical structures with facades that are "broken" by vertical and horizontal articulation.*
    5. *Roof Articulation: New development should avoid monolithic street wall facades. Development should learn from adjacent historical structures with facades that are "broken" by vertical and horizontal articulation.*
    6. *Building Material Palette: Materials to be used on infill buildings are to be compatible with the materials used on significant adjacent buildings.*
    7. *Mechanical Equipment Screening: Mechanical equipment located on a roof shall be appropriately screened so as not to detract from the historic character of the streetscape and views from the hillsides. Screening shall be architecturally*

integrated with the structure in terms of color, shape and size and compatible materials that also minimize glare.

8. *Setbacks and "Build to" Lines: Maintain the pattern and alignment of buildings established by the traditional setbacks from the street. Build consistently with the street wall, particularly at corner sites. Design new buildings to respond to the existing building context within a block, and provide continuity to the overall streetscape.*
9. *Entrance Orientation: Maintain the traditional design vocabulary used for defining building entrances.*
10. *Storefront Design: Storefront is an important visual element and should be compatible in scale, rhythm, recesses, etc to adjoining existing historical storefront design.*
11. *Door and Window Design: Door and window proportion and detailing should be compatible with adjacent historical architecture, including percent of glass/solid, windowpanes/mullions proportion and window materials.*
12. *Signage: Signs should be subordinate to the architecture and overall character throughout the downtown area. New signage should be compatible in size, color, proportion, shape placement, and selection of lettering material with adjacent historical signage.*
13. *Landscaping: Consistency and continuity within the street right-of-way and building setback areas.*

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds. Evaluation of significance under the California Environmental Quality Act is based on eligibility for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources. The NRHP is an effective planning tool for both long- and short-term cultural resource management considerations. An evaluation of significance in pre-historic and historic sites is usually measured by a number of variables, which reflect their applicability to present and future research questions posed by scientists in describing and explaining culture change.

Comprehensively, a project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1992) or *the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), shall be considered as mitigated to a level of less than significant impact on the historical resource.

Archaeological materials are extremely fragile and non-renewable. Thus, any activity that alters the surface of the land, inducing archaeological pursuits, can affect these resources. The cultural resource evaluation process requires that a resource, or the information it represents, be related to some framework held in common by all archaeologists, and thus provide a measure of reference for determining the potential significance of similar resources. This framework usually addresses research orientation, and geographic, cultural, and temporal questions within the context of significance.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources [pursuant

to section 5020.1(k) of the Public Resources Code], or identified in an historical resources survey [meeting the criteria in section 5024.1(g) of the Public Resources Code] does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

If development conducted pursuant to the DTSP could potentially cause damage to a significant archaeological resource, implementation of the Specific Plan may have a significant effect on the environment. Section 15064.5 of CEQA pertains to the determination of the significance of impacts to archaeological and historic resources. CEQA §15126.4(b) provides guidelines that assist in determining appropriate mitigation measures when it is determined that a project has the potential to create a significant impact on archaeological resources. Achieving CEQA compliance with regard to treatment of impacts to significant cultural resources requires that a mitigation plan be developed for the resource(s). Preservation in place is the preferred manner of mitigating impacts to significant archaeological resources.

Direct impacts may occur by:

- *Physically damaging, destroying, or altering all or part of the resource*
- *Altering characteristics of the surrounding environment that contribute to the resource's significance*
- *Neglecting the resource to the extent that it deteriorates or is destroyed. Indirect impacts primarily result from the effects of project-induced population growth. Such growth can result in increased construction as well as increased recreational activities that can disturb or destroy cultural resources*
- *The incidental discovery of cultural resources without proper notification*

Direct impacts can be assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources, assessing the potential significance of the resources that may be affected, and determining the appropriate mitigation.

Indirect impacts primarily result from the effects of growth accommodated under the DTSP. Such growth can result in increased construction as well as increased recreational activities that can disturb or destroy cultural resources. Due to their nature, indirect impacts are much harder to assess and quantify.

b. Project Impacts and Mitigation Measures.

Impact CR-1	**Development accommodated under the DTSP could adversely affect previously identified and as yet unidentified pre-historic archaeological resources. In addition, planned utility improvements as well as two catalytic projects - the Figueroa Street Beach Connection, and Mission Park Cultural Arts Cluster – would involve excavation and could potentially disturb known significant pre-historic archaeological resources. Goal 1, Policy 1A, Actions 1.9, and 1.10 of the DTSP in combination with 2005 General Plan Policies and Actions in addition to mitigation for excavation would reduce impacts to a Class II, *significant but mitigable* level.**

There are 14 recorded archaeological sites and one isolate within the Specific Plan area. Notable sites include the Shisholop Village at the foot of Figueroa Street, and those within the Mission area. Two catalytic projects and two storm drainage improvement projects have the potential to adversely affect these cultural resources.

The Ventura County Museum has approved plans for a major remodel and expansion of its existing facilities. This expansion will extend into Mission Park and make the museum a stronger draw for the western edge of the Downtown. Mission Park and the Figueroa Street Mall will be the center of a new cultural arts center. The goal is to increase participation in the arts by providing additional cultural facilities to activate the park and mall, creating a dynamic civic space and linkages to the rest of Downtown. Additionally, numerous improvements are proposed within the Figueroa Street Corridor, which links the significant Mission archaeological deposit area with the significant Shisholop Village site. Improvements include landscaping, pedestrian linkage and art as well as redevelopment opportunities to make the corridor an inviting and natural transition between downtown and the beach.

Two storm drainage improvements projects would occur at the beach near the foot of Figueroa Street, near the location of Landmark 18. One project involves work on an outfall that is buried beneath 18 feet of sand, and the other occurs at the terminus of Figueroa Street. These projects have the potential to affect a significant archaeological deposit if the project impact area is within the footprint of this resource. A mitigated negative declaration (MND) was performed for the Figueroa Street storm drain project and certified by the City in May 2006 (MND available on file in the City Community Development Department). The MND indicated that the proposed diversion structure for the Figueroa Street storm drain project is located along the northern edge of the known site. It is anticipated that most of the cultural material in this area was disturbed or removed for the storm drain installation, and therefore, excavation of the pit for the diversion structure (pit measuring about 18 x 15 x 10 feet deep) would not encounter intact artifacts. Nevertheless, to ensure that no significant impacts to archaeological resources occur, the City incorporated mitigation requiring an archaeologist and Native American to monitor the excavation of the diversion structure, valve manhole, pump station, and valve vault. Thus, the effects of the Figueroa Street Storm Drain Project have been mitigated to a level that is less than significant.

Although the full extent of work associated with the Mission Park Cultural Arts Cluster, the Figueroa Beach connection, and planned utility improvements has not yet been established, it is reasonable to presume that these improvement projects may involve excavation or ground disturbance in the vicinity of significant archaeological resources. As such, there is potential to adversely affect deposits of known archaeological resources. In addition, there is the possibility that as yet undiscovered resources could be present at any location within the DTSP area.

As previously indicated, the most likely locations to find undiscovered significant intact archaeological resources would be beneath nineteenth and early twentieth century structures where building construction preceded modern grading equipment and legislative requirements for the protection of archaeological resources. However, based on the fact that the entire DTSP area has undergone substantial grading and development, the likelihood of encountering significant intact resources in most areas of the Downtown is considered low.

Although archaeological resources are not expected to be a major constraint to redevelopment, archaeological investigations would be needed on a case-by-case basis in order to confirm the presence or absence of archaeological remains. The DTSP includes the following policy and actions that address potential impacts to archaeological resources by specifying review procedures for new developments within the Specific Plan area:

Policy 1A *Enhance, preserve and celebrate the Downtown's historic and prehistoric resources.*

Action 1.9 *Update the Historic and Prehistoric Sensitivity map annually.*

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

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

In addition the 2005 General Plan includes this policy and actions.

Policy 9D *Ensure proper treatment of archaeological and historic resources.*

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

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

Implementation of the above policies and actions on new development in areas of archaeological sensitivity would address potential impacts on a case-by-case basis. However, there is potential to disturb as yet undiscovered cultural resources during excavation activities within the streets and rights of way.

Mitigation Measures. Implementation of DTSP and 2005 General Plan policies and actions would address potential impacts to known archaeological resources within the Specific Plan area. However, in developed areas where previously undocumented resources might exist such as beneath 19th and early 20th century structures and within streets, there is potential to adversely affect these resources. Therefore, the following mitigation is recommended for incorporation subsequent to 2005 General Plan Policy 9 D and Action 9.15. This mitigation would be implemented on a case by case basis for all development involving excavation beneath early 19th and 20th century structures as well as for excavation in streets.

CR-1a Archaeological Monitoring. A City-qualified archeologist and Native American monitor shall be present during excavation in streets and beneath 19th and early 20th century structures. In the event archaeological materials are encountered during excavation, work shall be stopped immediately or redirected while the archaeologist and Native American monitor evaluate the significance of the material. If the artifacts are found to be significant, the City shall conduct a data recovery program consistent with City and County archeological mitigation guidelines. After the find has been appropriately mitigated, work in the area may resume. A qualified Native American monitor shall oversee any mitigation work associated with prehistoric cultural material. The City will provide an educational briefing to workers at the site to inform them of the high sensitivity of the resources, and to inform them of the legal prohibitions against collecting or disturbing artifacts.

CR-1b Coroner Notification. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

Significance After Mitigation. DTSP Policy 1A and Action 1.9 would assure that archaeological sensitivity maps are current and General Plan Policy 9D and Action 9.14 would

assure that all nearly all development within the DTSP would be subject to archaeological investigation (within Coastal Zone). In cases where known resources are present, recommendations of the archaeological investigations would be the basis for mitigation and General Plan Action 9.15 would further ensure suspension of development activity if resources are found. Thus adverse effects to known resources are less than significant due to these DTSP and General Plan Policies and Actions. In areas where previously undocumented archaeological resources might exist, mitigation measures CR-1a and CR-1b would ensure that excavation activities are monitored by qualified professionals for the presence of resources, and in the event resources are discovered, proper treatment of the resources would follow. Thus, development that would be accommodated under the DTSP would not adversely affect archaeological resources due to incorporation of mitigation and adherence to existing DTSP and General Plan Policies and Actions.

Impact CR-2	**Planned streetscape improvements along Figueroa Street, Thompson Boulevard and Ash Street in addition to redevelopment within the West End Neighborhood Town Center and Mission area Cultural Arts Village could potentially affect designated historic resources. Implementation of proposed DTSP policies and actions, in combination with existing regulatory requirements and 2005 General Plan Policies and Actions, would address potential impacts to these resources. Therefore, impacts are considered Class III, *less than significant.***

As discussed in the *Setting*, there are 80 designated historic resources within the DTSP area. Among the most prominent historic resources are San Buenaventura Mission, the Ortega Adobe, and City Hall (formerly the County Courthouse) See Figure 4.2-1. Three historic districts have also been established in the City. These include the Mitchell Block District (south of Thompson Boulevard and East of California Street) , the Selwyn Shaw District (north of Poli Street between Ann Street and Hemlock Street), and the Mission District (south of Poli Street, east of Ventura Avenue, north of Santa Clara and west of Palm Street).

Each of the designated Street improvement corridors, as well as the West End Neighborhood Town Center where intensification and reuse would occur, contain identified historic resources. Main Street , Thompson Boulevard , and Figueroa Street would undergo pedestrian friendly improvements. Some improvements have already been made, and where appropriate, additional improvements would include street trees, sidewalk widening, crosswalks, lighting, landscaping, and artwork. These improvements are anticipated to occur within the public right of way and thus would not directly impact designated historic resources that are located adjacent to the right-of-way, such as the San Miguel Chapel Site, Mitchell Block Historic District, First National Bank, Erle Stanley Garner Office, A.C. Martin Building, Ventura Guaranty Building, First National Bank of Ventura, First Post Office Building, Bank of Italy, etc. (refer to Figure 4.2-1). The West End Neighborhood Town Center area encompasses an area that includes the Arcade building, Feraud General Merchandise Store, and the John C. Freemont Camp. Improvements to this area are likely to include primarily redevelopment, but impacts to historic resources are not anticipated due to implementation of policies and actions included in the DTSP and further discussed below.

Individual developments within the Specific Plan area would likely be within, or adjacent to, properties containing designated historic buildings or historic districts, including the Mission, Selwyn Shaw, and Mitchell Block Historic Districts. A cultural Arts Village is planned between Santa Clara Street and Main Street, bounded on the east by Palm Street. This village is planned to be a focal point for civic and cultural life in Ventura. The existing anchors are the Ventura County Museum of Art and History and the Albinger Museum to the west with the Mission to the north. The existing Mission Park would link the new Cultural Arts Village with the Ventura County Museum of Art and History. Components of the village include a 600-seat performing arts auditorium and a separate Community Hall to be used by organizations for special events with flexibility for conversion to a 200- seat studio theatre. This area is in close proximity to numerous historic resources Peirano/Wilson studios, Mission Lavenderia, China Alley Historical District, and the Moreton Bay Fig in Mission Park. Consequently, future development would have the potential to disturb historic resources. However, the DTSP includes the following policy and actions that would address potential impacts to designated historic resources throughout the Specific Plan area:

Policy 1A *Enhance, preserve and celebrate the Downtown's historic and prehistoric resources.*

Action 1.1 *Conduct an historical survey of Downtown in accordance with the U.S. Department of Interior: Guidelines for Local Surveys that includes the following:*

Inventory of above-ground historic and cultural resources;

Inventory of below-ground historic and cultural resources;

Inventory of potential conservation districts that classify buildings according to categories of importance, which may include the following:

Significant Buildings (e.g. Local, State or National Historic Landmarks);

Contributory Buildings (e.g. buildings of individual importance outside of a conservation district); and

Non-contributory Buildings (e.g. building inside or outside of a conservation district that are not historically or culturally important).

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

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

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

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

Action 1.6 *Establish a permit application fee for review of historic structures by the Historic Preservation Committee.*

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

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

Implementation of the above policy and actions would assure that potential impacts to designated resources would be addressed on a case-by-case basis. In addition, policies and actions included in the 2005 General Plan to address potential adverse effects to historical resources include Policy 9D and Actions 9.16 through 9.19.

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

Action 9.16: *Pursue funding to preserve historic resources.*

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

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

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

In addition to the designated resources described above (before the enumerated DTSP policies and actions), numerous additional structures within the Specific Plan area meet the minimum age criterion for eligibility for the national and California Registers of Historic Places. In order to be found eligible for designation on the national or California registers or for designation as a local landmark, these structures would need to be found to meet additional criteria such as craftsmanship, architectural significance, integrity, and association with notable figures. The purpose of Action 1.1 is to identify and document any such eligible structures. In addition, Action 9.19 would assure that structures more than 40 years old that are not designated resources are evaluated for historical significance and protected if appropriate. Therefore, adverse effects to designated and undesignated resources would be reduced to below a level of significance. A determination of the historic significance of individual properties would need to be a made on a case-by-case basis as future developments are proposed.

Mitigation Measures. Implementation of the City of Ventura Historic Preservation Regulations, Historic Resource Design Guidelines within the DTSP Development Code, HD Overlay Zone regulations, 2005 General Plan Policies (9D) and Actions (9.16 - 9.19) in addition to DTSP Policies (1A) and actions (1.1 - 1.5) would address impacts to designated historic resources. No additional mitigation is necessary.

Significance After Mitigation. Implementation of policies and actions included in the DTSP and the 2005 General Plan in combination with the Historic Preservation Regulations and HD Overlay Zone would reduce potential impacts to historic resources to a less than significant level.

c. Cumulative Impacts. Development accommodated under the DTSP would have the potential to disturb archaeological and historic resources. However, implementation of DTSP and 2005 General Plan policies and actions, in addition to the City of Ventura Historic Preservation Regulations, HD Overlay Zone regulations on all new development would address impacts associated with new developments on a case-by-case basis. Therefore, cumulative impacts to cultural resources would not be significant.

4.3 LAND USE and PLANNING

This section analyzes the DTSP's consistency with applicable local, regional, and state land use policies. Consistency with the Ventura County Air Quality Management Plan (AQMP) is discussed in Section 4.3, *Air Quality*.

4.3.1 Setting

Downtown Ventura is subject to the policies and actions of the 2005 General Plan as well as the regulatory policies of various state and regional agencies. The 2005 General Plan, other agencies, and the corresponding state and regional policy documents that affect land use planning in Ventura are discussed below.

a. 2005 General Plan. The 2005 General Plan, adopted by the City Council in August 2005, provides a framework for the development of Ventura through 2025. The 2005 General Plan established the following general goals to guide City decision-making.

- ***Our Natural Community*** - *Our goal is to be a model for other communities of environmental responsibility, living in balance with our natural setting of coastline, rivers, and hillside ecosystems.*
- ***Our Prosperous Community*** - *Our goal is to attract and retain enterprises that provide high-value, high wage jobs; to diversity the local economy; to increase the local tax base; and to anticipate our economic future in order to strengthen our economy and help fund vital public services.*
- ***Our Well Planned and Designed Community*** - *Our goal is to protect our hillsides, farmlands, and open spaces; enhance Ventura's historic and cultural resources; respect our diverse neighborhoods; reinvest in older areas of our community; and make great places by insisting on the highest standards of quality in architecture, landscaping and urban design.*
- ***Our Accessible Community*** - *Our goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit connections in the City and surrounding region.*
- ***Our Sustainable Infrastructure*** - *Our goal is to safeguard public health, well being and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems.*
- ***Our Active Community*** - *Our goal is to add to and enhance our parks and open spaces to provide enriching recreation options for the entire community.*
- ***Our Healthy and Safe Community*** - *Our goal is to build effective community partnerships that protect and improve the social well being and security of all our citizens.*
- ***Our Educated Community*** - *Our goal is to encourage academic excellence and life-long learning resources to promote a highly-educated citizenry.*
- ***Our Creative Community*** - *Our goal is to become a vibrant cultural center by weaving the arts and local heritage into everyday life.*
- ***Our Involved Community*** - *Our goal is to strive to work together as a community to achieve the Ventura Vision through civic engagement, partnerships, and volunteer service.*

The 2005 General Plan also includes a number of specific policies and actions to implement these general goals. Policies and actions relating to environmental issues that are relevant to the DTSP are discussed under Impact LU-1, beginning on page 4.3-4.

b. Other Regulatory Agencies and Plans. State, regional, and local agencies with roles in establishing and implementing land use policy in Downtown Ventura include the California Coastal Commission and the Southern California Association of Governments (SCAG).

California Coastal Commission and Coastal Act. The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. The mission of the Coastal Commission is to protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations.

In partnership with coastal cities and counties, the Coastal Commission plans and regulates the use of land and water within the coastal zone.[3] Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government.

The California Coastal Act of 1976 (Public Resources Code 30000 et. seq.) establishes policies guiding development and conservation along the California coast. Coastal Act policies fall into six general categories: (1) public access; (2) recreation; (3) marine environment; (4) land resources; (5) development; and (6) industrial development. Specific policies and their relevance to the 2005 General Plan are discussed under Impact LU-2, beginning on page 4.3-10.

The Coastal Act requires local jurisdictions that are located (wholly or partly) in the coastal zone to prepare a Local Coastal Program (LCP) for the portion of the local jurisdiction that lies within the Coastal Zone. The LCP consists of a Land Use Plan (such as this Specific Plan) and an Implementation Plan (i.e., Zoning Regulations). Within this proposed update to the DTSP, the Regulating Plan (Figure 2-3) and Development Code function as the Land Use Plan and Implementation Plan. The Coastal Commission must approve (i.e., "certify") a City's LCP in order to ensure that the LCP is consistent with, and achieves the objectives of, the Coastal Act. As the LCP is being updated as part of this DTSP update, this DTSP will require certification by the Coastal Commission.

Southern California Association of Governments (SCAG). The City of Ventura is located within the planning area of SCAG, which functions as the Metropolitan Planning Organization for Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. The region encompasses a population exceeding 15 million persons in an area of more than 38,000 square miles. As the designated Metropolitan Planning Organization, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Also functioning as the Metropolitan

[3] *The "coastal zone" includes all offshore islands and extends inland generally 1,000 yards from the mean high tide line of the Pacific Ocean. In significant coastal estuarine, habitat, and recreational areas, the coastal zone extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards.*

Transportation Authority, SCAG administers the state-mandated Regional Transportation Plan (RTP), designed to address the regional impact of urban congestion.

SCAG's Regional Comprehensive Plan and Guide (RCPG) contains a general overview of federal, state, and regional plans applicable to the southern California region and serves as a comprehensive planning guide for future regional growth. The primary goals of the RCPG are to improve the standard of living, enhance the quality of life, and promote social equity. The RCPG was adopted in 1994 by the member agencies of SCAG to set broad goals for the Southern California region and identify strategies for agencies at all levels of government to use in their decision making. It includes input from each of the 13 subregions that make up the Southern California region and includes Los Angeles, Orange, San Bernardino, Riverside, Imperial, and Ventura Counties.

SCAG's RTP is a long range transportation plan that looks ahead 20+ years and provides a vision for the future of the regional multi-modal transportation system. The RTP identifies major challenges as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth that is anticipated in the region.

4.3.2 Impact Analysis

a. Methodology and Significance Thresholds. The discussion of land use impacts analyzes the proposed DTSP's consistency with applicable policies of various local, state, and regional plan's for the purposes of assessing the proposed project's environmental impacts related to land use.

The DTSP is a plan intended to provide for the orderly development of the Downtown area over the next 20 years. As such, it would not physically divide an established community. Therefore, the proposed DTSP would result in a potentially significant land use impact if it would:

- *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including the 2005 General Plan, SCAG's Regional Comprehensive Plan and Guide, and the California Coastal Act) adopted for the purpose of avoiding or mitigating an environmental effect*
- *Conflict with an applicable habitat conservation plan or natural community conservation plan*

Although the analysis that follows evaluates consistency with various regulatory policies, it should be noted that each individual agency (California Coastal Commission, SCAG) ultimately has the discretion to determine consistency of the DTSP with the policies, plans, and/or programs that fall within that agency's purview.

b. Project Impacts and Mitigation Measures.

Impact LU-1	**The DTSP could be found to be consistent with applicable policies and actions of the 2005 General Plan. Impacts would be Class III, *less than significant*.**

The 2005 General Plan specifies the development and adoption of a Specific Plan that would govern land use decisions in the Downtown area. The proposed DTSP is intended to fulfill that General Plan directive. Table 4.3-1 analyzes the consistency of the proposed DTSP with applicable policies of the 2005 General Plan. The analysis focuses on policies adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.3-1
Consistency with 2005 General Plan

General Plan Policy	Consistency Discussion
Our Natural Community	
Policy 1A: Reduce beach and hillside erosion and threats to coastal ecosystem health.	Development within the Downtown area generally would not be expected to adversely affect coastal ecosystems and implementation of current water quality runoff standards on new development (as discussed in Section 4.5, Utilities and Service Systems) would generally improve the quality of surface runoff. The Downtown Capital Improvements identified in the DTSP include various improvements at Surfers Point Beach, including removal of concrete, renourishment of the beach, and re-construction of the oceanfront bicycle path. This would generally reduce beach erosion and coastal ecosystem health. The DTSP could be found to be consistent with Policy 1A. [DTSP Policies 8A, 8C and Actions 8.1, 8.2, 8.5 and 8.6]
Policy 1B: Increase the area of open space protected from development impacts.	Implementation of the DTSP would concentrate new development with the Downtown area, which is already urbanized. In this way, it would discourage further development in the open space areas surrounding the City. The DTSP could be found to be consistent with Policy 1B. [Policy 1J and Action 1.27, Policy 5B and Actions 5.7and 5.8]
Policy 1C: Improve protection for native plants and animals.	As noted above, the DTSP would concentrate development within the urbanized Downtown area, which lacks native habitats. Focusing on the redevelopment of the Downtown would discourage development of "greenfields" at the City's periphery and generally avoid impacts to important biological resources. The DTSP could be found to be consistent with Policy 1C. [Policy 8B and Actions 8.7, 8.8, 8.9 and 8.10]
Policy 1D: Expand the use of green practices.	DTSP Action 1.11 requires all City-funded projects of 5,000 square feet or more, including CIP projects, to comply with the City's Green Building Standards. It also encourages private development projects do the same through incentives, such as priority building permit processing. The DTSP could be found to be consistent with Policy 1D. [Actions 1.14, 1.15 and 1.16]
Our Well Planned and Designed Community	
Policy 3A: Sustain and complement cherished community characteristics.	One of the fundamental purposes of the DTSP is to "sustain the Downtown as our City's authentic heart – the pre-eminent arena for civic and artistic life and a preferred location for retail and office commerce." To that end, the proposed development code would accommodate a mix of uses at an urban scale that would complement and integrate with the current character of Downtown.

Table 4.3-1
Consistency with 2005 General Plan

General Plan Policy	Consistency Discussion
	The DTSP could be found to be consistent with Policy 3A. [Policies 1A, IB, 1C, IF and 5C]
Policy 3B: Integrate uses in building forms that increase choice and encourage community vitality.	As noted above, one of the fundamental purposes of the DTSP is to sustain the Downtown as the City's authentic heart. The proposed development code (DTSP Chapter III) is specifically intended to integrate new development into the fabric of the Downtown. It would also accommodate mixed use development choices in housing for current and future residents. The DTSP could be found to be consistent with Policy 3B. [Policies 1B, 1D, 4B and 5C]
Policy 3C: Maximize use of land in the city before considering expansion.	Implementation of the DTSP would concentrate new development with the Downtown area, which is already urbanized. The DTSP could be found to be consistent with Policy 3C. [Policy 5B]
Policy 3D: Continue to preserve agricultural and other open space lands within the City's Planning Area.	Implementation of the DTSP would concentrate new development with the Downtown area, which is already urbanized. It would not affect any agricultural or open space lands. The DTSP could be found to be consistent with Policy 3D. [Policy 1J]
Policy 3E: Ensure the appropriateness of urban form through modified development review.	The DTSP includes a "form based" development code that would govern the use and form of new development within the Specific Plan area (Chapter III of the DTSP). A fundamental objective of the DTSP is to maintain and enhance the unique character of the Downtown. The DTSP could be found to be consistent with Policy 3E. [Policies 1B and 1A]
Our Accessible Community	
Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.	The DTSP includes a number of policies and actions specifically intended to enhance the safety and accessibility of the Downtown transportation system. Development of a multi-modal transit center is one of the "catalytic projects" identified for the Downtown. In addition, the DTSP streetscape plan includes a number of enhancements to the pedestrian circulation system, including widened sidewalks, new crosswalks, and improvements to many of the connections between Downtown and the beach. The DTSP could be found to be consistent with Policy 4A. [Policy 3A and Actions 3.1, 3.2, 6.1, 6.2, 6.12, 8.20 and 8.21]
Policy 4B: Help reduce dependence on the automobile.	As noted above, the DTSP specifically identifies the development of a multi-modal transit center as a catalytic project for the Downtown and includes a number of enhancements to the local pedestrian circulation system. Moreover, one of the fundamental goals of the DTSP is to create a mix of residential and non-residential uses within proximity to one another in order to facilitate walking, bicycling, and transit use for many trips. The DTSP could be found to be consistent with Policy 4B. [Policies 6A, 6B and 6C]
Policy 4C: Increase transit efficiency and options.	As noted above, the DTSP specifically identifies the development of a multi-modal transit center as a catalytic project for the Downtown. Moreover, the scale of development and mix of uses proposed is generally conducive to transit use. The DTSP could be found to be consistent with Policy 4C. [Policies 6A, 6B and 6C]
Policy 4D: Protect views along scenic routes.	As noted in the Initial Study (Appendix A), new development with the potential to affect views would be subject to proposed Specific Plan Policy 1C, which requires preservation and enhancement of public views of the ocean, mountains, and culturally significant buildings such as San Buenaventura Mission and City Hall. Action 1.12 would implement this policy by requiring evaluation of public view impacts for projects within the Hillside Overlay Zone. With implementation of these requirements, the DTSP could be found to be consistent with Policy 4D.

Table 4.3-1
Consistency with 2005 General Plan

General Plan Policy	Consistency Discussion
Our Sustainable Infrastructure	
Policy 5A: Follow an approach that contributes to resource conservation.	The 2005 General Plan includes actions under Policy 5A to require low flow water fixtures and drought tolerant landscaping, utilize natural drainage techniques, and incentives for recycling. All future development would be required to comply with state and local requirements with respect to water fixtures and landscaping. As discussed in Section 4.5, *Utilities and Service Systems*, compliance with current requirements of the Ventura County SQUIMP would require the use of drainage swales and natural drainage systems on new development. The DTSP specifies that compliance with the City's Trash and Recycling Enclosure Guidelines will be required of all new development. With these requirements, the DTSP could be found to be consistent with Policy 5A and related actions. [Policies 8A, 8B and 8C]
Policy 5B: Improve services in ways that respect and even benefit the environment.	The 2005 General Plan includes several actions under Policy 5B, including requirements for water and sewer system analysis and improvements to the local storm drain system to address deficiencies. As discussed in Section 4.5, *Utilities and Service Systems*, the DTSP includes a number of policies, actions, and capital improvements for the Downtown area that would address existing water, sewer, and storm drain deficiencies. With implementation of these recommendations, the DTSP could be found to be consistent with Policy 5B and related actions. [Policy 8D]
Our Healthy & Safe Community	
Policy 7B: Minimize risks from geologic and flood hazards.	As noted in the Initial Study (Appendix A), all Specific Plan area development would be subject to various 2005 General Plan actions under Policy 7B as well as the requirements of the California Building Code (CBC). In general, the replacement of older structures with new structures built in accordance with current seismic requirements would improve seismic safety. No portion of the Specific Plan area is within the 100-year flood zone. As such, the DTSP could be found to be consistent with this policy and related actions.
Policy 7C: Optimize firefighting and emergency response capabilities.	As noted in the Initial Study (Appendix A), the 2005 General Plan EIR did not identify any fire protection service deficiencies in the Downtown area. The entire Specific Plan area is served by existing Ventura Fire Department stations and no issues with respect to the provision of fire service have been identified. Assuming compliance with applicable Fire Code requirements in all new development, significant impacts relating to fire protection service are not anticipated. [Actions 8.21, 8.22 and 8.23]
Policy 7D: Improve community safety through enhanced police service.	The DTSP includes several recommendations for improving police service in the Downtown, including implementing crime prevention measures through environmental design of public areas, greater resource allocations for Foot and Bicycle Patrol in the Downtown, and identifying potential future funding sources. These actions would generally enhance police protection service. In combination with continued operation of the Downtown storefront police station, implementation of proposed Specific Plan actions could be considered consistent with Policy 7D. [Actions 8.20 and 8.21]
Policy 7E: Minimize the harmful effects of noise.	The 2005 General Plan includes several specific actions under this policy, including a requirement to prepare acoustical analyses for projects where exterior noise levels may exceed 60 dBA CNEL and requires mitigation to reduce exterior levels to 65 dBA CNEL or lower and to reduce interior noise levels to 45 dBA CNEL or

Table 4.3-1
Consistency with 2005 General Plan

General Plan Policy	Consistency Discussion
	lower. As discussed in the Initial Study (Appendix A), implementation this and other General Plan actions on all new development within the Specific Plan area would achieve acceptable interior and exterior noise levels. Thus, the DTSP could be found to be consistent with this policy. [Action 1.20]
Our Creative Community	
Policy 9C: Integrate local history and heritage into urban form and daily life.	As discussed in Section 4.2, *Cultural Resources*, the Downtown area includes numerous historic resources and a fundamental goal of the DTSP is to maintain and enhance these resources. The DTSP includes a number of policies and actions aimed at the preservation of local historic resources. The DTSP could be found to be consistent with Policy 9C.

Mitigation Measures. The DTSP could be found to be consistent with applicable policies of the 2005 General Plan. As such, mitigation is not required.

Significance After Mitigation. The DTSP could be found to be consistent with applicable policies of the 2005 General Plan without mitigation.

Impact LU-2 **The DTSP could be found to be consistent with applicable policies of the California Coastal Act. Impacts would be Class III, *less than significant*.**

The coastal zone boundary is shown on Figure 2-2 in Section 2.0, *Project Description*. The majority of the Specific Plan area is located with the coastal zone.

The following analysis assesses the DTSP's consistency with applicable policies of the Coastal Act that were adopted for the purpose of avoiding or mitigating an environmental effect. The final determination of the proposed Specific Plan's consistency with the Coastal Act ultimately resides with the Coastal Commission.

Table 4.3-2
Consistency with the Coastal Act

Coastal Act Policy	Consistency Discussion
Article 2—Public Access: Article 2 of the Coastal Act provides a number of policies designed to ensure the public's constitutionally endowed right of access to coastal resources. More specifically, Article 2 coastal access policies include, but are not limited to, the following: (1) access must be provided to coastal resources (Section 30210); (2) new development shall not interfere with existing public access to coastal resources (Section 30211); and (3) public access shall be provided in specific situations involving new development	The DTSP would not accommodate development near the coast that would prevent public access to coastal resources. Plan implementation would not accommodate development that would hinder access to the coast and some future policies, actions, and developments in the Downtown area may enhance coastal access. DTSP Policy 3C states "Re-connect Downtown to the beach and promote other linkages to natural areas, such as the hillsides and Ventura River, while enhancing such places for future generations to enjoy". The DTSP identifies "beach connections" as Catalytic Project 3 and includes planned improvements to California Street, Figueroa Street, Sanjon Street, and the Ash Street Pedestrian bridge, which would generally improve public access to the coast (Catalytic Project 3 – Beach Connections). Specifically, the DTSP

Table 4.3-2
Consistency with the Coastal Act

Coastal Act Policy	Consistency Discussion
between the nearest public roadway and the shoreline (Section 30212).	identifies a $1.2 million capital improvement project to make the California Street Bridge more pedestrian-friendly, emphasizes the reconfiguration of Sanjon Road to make it more pedestrian-friendly, and seeks to improve the pedestrian character of Figueroa Street south of Santa Clara Street by providing pedestrian-scaled lighting, street trees, sidewalk upgrades, and public art. In addition, Action 3.14 would "Require all new shoreline development (including anti-erosion or other protective structures) to retain or provide public access in a manner consistent with the California Act and applicable law". Thus, the DTSP could be found to be consistent with the public access requirements of the Coastal Act. [DTSP Goal 3, Policies 3A, 3C, and Actions 3.1, 3.4, 3.11, 3.12, 3.13, and 3.14]
Article 3—Recreation. Article 3 of the California Coastal Act includes a number of policies designed to protect and enhance coastal-related recreational activities and facilities. Article 3 includes, but is not limited to, policies regulating the following recreational activities and facilities: (1) coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas (Section 30220); (2) oceanfront land suitable for recreational use (Section 30221); (3) private lands suitable for visitor-serving commercial recreational facilities (Section 30222); and (4) facilities designed to enhance recreational boating use of coastal waters (Section 30224). .	No aspect of the DTSP would affect access to recreational boating or other water-oriented recreational activities. The Downtown Capital Improvements identified in the DTSP include various improvements at Surfers Point Beach, including removal of concrete, renourishment of the beach, and re-construction of the oceanfront bicycle path. DTSP Action 3.11 would "Renovate the Pierside Promenade and beachfront area to enhance the Downtown waterfront's appeal as a recreational destination." Focus Area "D" – Beachfront Promenade includes a strategy for near term small scale projects with concurrent analysis for mid term large scale redevelopment oriented toward tourism and recreational opportunities. As noted under the discussion of public access, the DTSP also calls for various enhancements to the public realm, including sidewalk improvements, street trees, public art, street furnishings, signage, and bike racks. Finally, it would accommodate a range of visitor-serving uses throughout the Downtown area, including parks, lodging, restaurants, retail development, and a museum/theater. The DTSP could be found to be consistent with Coastal Act policies relating to recreation. [Policy 3C, Action 3.11]
Article 4 - Marine Environment. Article 4 of the Coastal Act is designed to maintain, enhance, and restore marine resources. More specifically, Article 4 includes, but is not limited to, policies intended to achieve the following: (1) maintenance of the biological productivity and quality of coastal waters, streams, wetlands, estuaries, and lakes (Section 30231); (2) provisions for diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes where there is no feasible less environmentally damaging alternative (Section 30233); (3) protection of commercial fishing and recreational boating facilities (Section 30234); and, (4) development of water supply and flood control projects within rivers and streams using the best mitigation measures feasible (Section 30236).	Development accommodated under the DTSP generally would not be expected to affect the marine environment. The activities planned for Surfers Point Beach would be expected to enhance the marine environment in that area by restoring eroded portions of beach. Any future development near or adjacent to the beach and/or the Ventura River would be subject to a range of DTSP policies and actions that would avoid impacts to coastal water, wetlands, and biological productivity. DTSP Policy 8A would " Reduce beach erosion, hillside erosion and threats to ecosystem health through implementation of the following Actions. Action 8.1 Adhere to the policies and directives of the California Coastal Act in reviewing and permitting any proposed development in the Coastal Zone. Action 8.2 Require new coastal development adjacent to the beach to provide non-structural shoreline protection that avoids adverse impacts to coastal processes and nearby beaches. Action 8.3 Require that Environmentally Sensitive Habitat Areas (ESHA), especially in the vicinity of Ventura River, be preserved or enhanced as undeveloped open space wherever feasible and that future development result in no net loss of wetlands or natural coastal areas. Action 8.4 Continue to work with the State Department of Parks

Table 4.3-2
Consistency with the Coastal Act

Coastal Act Policy	Consistency Discussion
	and Recreation, Ventura County Watershed Protection Agency, and the Ventura Port District to determine and carry out appropriate methods for protecting and restoring coastal resources, including supplying sand at beaches under the Beach Erosion Authority for Control Operations and Nourishment (BEACON) South Central Coast Beach Enhancement Program. Action 8.5 For development in which 100 cubic yards or more of excess material is excavated, require that the developer coordinate with the City to determine if the excess material is suitable for beach nourishment (it must meet beach quality regulatory agency requirements). Under the BEACON Joint Powers Authority, the City is allowed to place such material in the surf zone at Surfers Point. The City Engineer shall approve scheduling and timing. Action 8.6 In hillside areas, require all development to minimize land disturbance activities, such as vegetation clearing and grading to reduce erosion potential, sediment loss, and soil over-compaction that prevents water absorption. Thus, the DTSP could be found to be consistent with Coastal Act policies relating to the marine environment. [Policy 8A, Actions 8.1, 8.2, 8.3, 8.4, 8.5, and 8.6]
Article 5 - Land Resources. Article 5 of the Coastal Act applies to development and local regulatory actions that involve environmentally sensitive habitat (Section 30240), the maintenance or conversion of agricultural lands (Section 30241-30243), and archaeological or paleontological resources (Section 30244). Section 30240 limits development within environmentally sensitive habitat areas to uses dependent on resources found within those areas. In addition, Section 30240 limits development adjacent to environmentally sensitive habitat areas, parks, and recreational areas to activities that will not degrade, or be incompatible with, such habitat and recreation areas. Section 30241 of the Coastal Act is designed to maintain the maximum amount of Prime agricultural land in production to protect the agricultural economy and to avoid conflicts between agricultural and urban land uses. In addition, Section 30242 states that lands suitable for agricultural use shall not be converted to non-agricultural uses unless: • Continued or renewed agricultural use is infeasible; • Conversion would preserve Prime	The DTSP area encompasses a primarily built environment that is largely lacks environmentally sensitive habitat. Improvements to the Surfer's Point parkway are planned as part of the DTSP to replenish eroded beach and repair damaged portions of the bike and walking paths; however, these improvements are essentially maintenance of the existing park, which is dependant on the surfing resources at that location. Thus these activities could be found to be consistent with Coastal Act Policies relating to environmentally sensitive habitats. In addition, Action 8.3 would "Require that Environmentally Sensitive Habitat Areas (ESHA), especially in the vicinity of Ventura River, be preserved or enhanced as undeveloped open space wherever feasible and that future development result in no net loss of wetlands or natural coastal areas". [Action 8.3] The DTSP would accommodate the redevelopment and revitalization of Downtown Ventura, an urbanized area that lacks agricultural land. Specific Plan implementation would not affect agricultural land, either directly or indirectly, and would concentrate new development in an area where public services are already available. The DTSP could be found to be consistent with Coastal Act policies relating to agricultural land preservation. Section 30244 of the Coastal Act states, "Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required." As discussed in Section 4.2, Cultural Resources, the DTSP could include development within the vicinity of areas of known archaeological and historical resources. However, as discussed in Section 4.2, Cultural Resources, the DTSP includes several specific policies and actions aimed at the preservation and protection of

Table 4.3-2
Consistency with the Coastal Act

Coastal Act Policy	Consistency Discussion
agricultural land; or • Conversion would allow for the concentration of new residential, commercial, or industrial development located contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources (Section 30250).	archaeological and historical resources. In addition a mitigation measure was included to require archaeological monitoring for excavation activities associated with street work and beneath 19th and early 20th century structures (designated as Action 1.10 in the Specific Plan). Therefore, the DTSP could be found to be consistent with the requirements of this policy. [Actions 1.1, through 1.10,and mitigation measures CR-1a and CR-1b]
Article 6 - Development. Article 6 of the Coastal Act, which applies to new development in the Coastal Zone, includes, but is not limited to, policies and regulations intended to: (1) locate new residential, commercial, or industrial development (with the exception of certain new hazardous industrial development and visitor-serving facilities) such that the new development is contiguous with, or in close proximity to, existing developed areas able to accommodate the new development (Section 30250); (2) protect scenic and visual qualities of coastal areas (Section 30251); (3) minimize adverse impacts to life and property (Section 30253); and (5) establish coastal-dependent development as a priority on or near the shoreline (Section 30255). Section 30253 of the Coastal Act provides for the minimization of adverse impacts relating (but not limited) to the following: geologic, flood, and fire hazards; stability and structural integrity of buildings and structures—especially those on beaches, bluffs, and cliffs; and, air quality.	The proposed DTSP does not include site- or project-specific proposals for new development; however, it includes various policies and actions to which future new development would be subject. The DTSP focuses on redevelopment of an existing urban environment and thus would not encourage development in existing natural coastal areas. In a general sense, the proposed redevelopment of Downtown Ventura would encourage the utilization of available land in the City prior to allowing expansion outside of the existing City limits. With respect to scenic and visual qualities, one of the key objectives of the DTSP is to preserve and enhance the unique character of Downtown as an authentic urban core with a rich heritage. The DTSP includes policies and actions to enhance the public realm and visual character of the downtown through street corridor improvements that include tree planting, lighting, public art, and pedestrian amenities (trash receptacles, news stands, signage, landscaping and furnishings). [Policy 3A, Actions 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7 and 3.8] The DTSP also calls for establishment of gateways within the Urban Core for placement of public art and signage in addition to corridor linkage improvements to the beach. [Policy 3B, Action 3.9] DTSP Policy 1C directs to " Preserve and enhance public views of the ocean, mountains, and culturally significant buildings such as San Buenaventura Mission and City Hall". Action 1.17 directs to "Evaluate potential impacts of proposed development on public views of culturally significant structures and natural features consistent with the Hillside Overlay Zone during the development review process". Action 1.12 would "Ensure all development, including substantial remodels, adheres to Development Code standards". [Policy 1C, Action 1.12 and 1.17]. Based on analysis of these policies and actions, the DTSP could be found consistent with the scenic and visual resource policies of the Coastal Act. Growth anticipated within the Specific Plan area is not expected to create unavoidably significant geologic, flood, or fire impacts, or to adversely affect beaches, bluffs, or cliffs. Significant impacts to air quality were identified. Impacts relating to operational ROG and NOx emissions resulting from the combined development of 1,600 residential units 450,000 s.f of nonresidential development were

Table 4.3-2
Consistency with the Coastal Act

Coastal Act Policy	Consistency Discussion
	mitigated through creation of a TDM fund (AQ-2) implemented under the DTSP as Action 6.9. However, a Class I, *unavoidably significant* cumulative mpact is associated with the DTSP's contribution of population that would exceed the existing forecasts for the AQMP. The 2005 General Plan projected 2025 population of 126,153 represents an average annual growth rate of 0.88%. Thus, the population in the 2005 General Plan for 2025 is 2% over the 2025 AQMP population forecast for the City (123,645). As noted previously, this exceedance is primarily due to the fact that regional forecasts have not yet been adjusted to reflect the 2005 General Plan population projections. In addition, policies and actions of the 2005 General Plan would implement many AQMP policies and generally reduce per capita vehicle miles traveled by reducing the distances between uses and improving opportunities for the use of alternative transportation modes. Nevertheless, the exceedance of SCAG's population forecast could be considered an inconsistency with the AQMP. Therefore, the cumulative impact associated with implementation of the 2005 General Plan would be Class I, unavoidably significant. The DTSP's contribution to this cumulative impact is approximately 20% of the overall growth projected for the City and thus would be cumulatively considerable. This is a Class I, *unavoidably significant* cumulative impact. In a general sense, the emphasis on intensification and reuse of existing developed areas within the Downtown is expected to reduce future air pollutant emissions as compared to continued low density suburban development at the urban fringe. Therefore, the DTSP could be found to be consistent with Coastal Act Section 30253.
Article 7 - Industrial Development. Article 7 includes policies that apply to coastal-dependent industrial development, including refineries and petrochemical facilities, thermal electric generating plants, and offshore oil transportation**.**	The Specific Plan area does not include any coastal-dependent industrial development and none is proposed under the DTSP. As such, Article 7 of the Coastal Act does not apply.

Mitigation Measures. With implementation of proposed DTSP policies, actions, catalytic projects, and mitigation measures for protection of cultural resources (CR-2) and air quality (AQ-2), as discussed above in Table 4.3-2, the Specific Plan could be found consistent with all applicable Coastal Act policies. An unavoidably significant cumulative impact would result from the DTSP's forecasted contribution to population in excess of that forecasted by SCAG for the current 1994 AQMP; however, this is primarily triggered by timing as the AQMP is being updated and population projections countywide are expected to increase. Mitigation is not required.

Significance After Mitigation. The DTSP could be found to be consistent with the applicable Coastal Act policies without additional mitigation.

Impact LU-3	**The DTSP could be found to be consistent with SCAG Regional Comprehensive Plan and Guide (RCPG) Growth Management, Air Quality, Outdoor Recreation, and Water Quality policies. Impacts would be Class III, *less than significant*.**

SCAG's Regional Comprehensive Plan and Guide (RCPG) serves as a framework for decision-making with respect to regional growth and changes that can be anticipated during the next 20 years and beyond. The RCPG provides a general view of regional plans that will affect local governments, responses to significant issues facing Southern California, and a summary of how the region will meet certain federal and state requirements with respect to Transportation, Growth Management, Air Quality, Housing, Hazardous Waste Management, and Water Quality Management. Relevant goals and policies contained within the Growth Management, Air Quality, and Open Space chapters are discussed below, with cross-references to sections of this EIR that are applicable to specific issue areas. RCPG Policies relating to population and housing are discussed in Section 5.1, *Growth Inducing Effects*.

Table 4.3-3
Consistency with SCAG Regional Comprehensive Plan and Guide Growth Management, Air Quality, Outdoor Recreation, and Water Quality Policies

SCAG Policy	Consistency Discussion
Growth Management *The RCPG includes, but is not limited to, Growth Management goals that seek to develop urban forms that minimize public and private development costs, enable firms to be more competitive, and stimulate the regional economy. The following applicable SCAG policies are intended to guide efforts toward achievement of these goals.*	
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	The DTSP includes various capital and infrastructure improvements associated with Goal 8 Sustainable Infrastructure, that are intended to meet the demands of future development within the Specific Plan area as discussed in Section 4.5 Utilities and Service Systems. Policy 8C and associated actions 8.11 through 8.14 would upgrade the existing stormwater conveyance system. In addition, Policy 8D and Actions 8.15 through 8.17 would ensure that water and wastewater conveyance are upgraded with development and that adequate infrastructure exists prior to development. SCAG could use the information regarding planned capital and infrastructure improvements to implement the region's growth policies. Therefore, the DTSP could be found to be consistent with RCPG Policy 3.03. [DTSP Goal 8, Policies 8C, 8D, and Actions 8.11, 8.12, 8.13, 8.14, 8.15, 8.16, and 8.17.]
3.05 Encourage patterns of urban development and land use, which reduce costs of infrastructure construction and make better use of existing facilities. **3.09** Support local jurisdictions' efforts to minimize the costs of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services. **3.10** Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.	By its nature, implementation of the DTSP would encourage the reuse and intensification of an existing urban area rather than the development of areas outside of the current urban fabric of the community. This is intended to utilize existing infrastructure to the maximum extent feasible and minimize costs associated with significant infrastructure extensions. This concept is inherent in the City's choice to increase development intensity rather than develop peripherally out from the City's boundaries, thus no specific action or policy is associated. The DTSP is not a budgeting document; nevertheless, the DTSP identifies several policies and actions that provide guidance for the funding of public services and facilities and identifies a range of planned infrastructure improvements and funding sources [Actions 6.10, 7.1, 8.14 and 8.15].

Table 4.3-3
Consistency with SCAG Regional Comprehensive Plan and Guide Growth Management, Air Quality, Outdoor Recreation, and Water Quality Policies

SCAG Policy	Consistency Discussion
	The DTSP also includes a range of policies and actions intended to foster economic vitality in the Downtown area. Policy 4C and Action 4.10 direct towards regeneration and diversification of the City's economic base through devising an employment strategy to maintain the long-term economic vitality of the downtown. Furthermore, Action 4.11 implements annual monitoring to assess the balance of residential and commercial development to determine whether the pace of either should be modified. Finally, the proposed Development Code and this Program EIR are specifically intended to streamline the permitting process for future Specific Plan area developments that are consistent with the DTSP. The DTSP could be found to be consistent with the requirements of RCPG Policies 3.5, 3.9, and 3.10.
3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike. **3.13** Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment. **3.16** Encourage development in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment. **3.18** Encourage planned development in locations least likely to cause environmental impact.	By its nature, the DTSP would encourage development in locations least likely to cause environmental impacts since it would accommodate the redevelopment of the already urbanized Downtown area. The compact and mixed use nature of planned development with the Specific Plan area is conducive to the use of alternatives to the drive alone automobile, including transit, walking, and biking. Finally, the DTSP specifically identifies the development of a multi-modal transit center in the Downtown area as a key component of Specific Plan implementation (Catalytic Project 1). Therefore, the DTSP could be found to be consistent with RCPG Policies 3.12, 3.13, 3.16, and 3.18. [DTSP Goal 6, Policies 1D, 1E, 1H, 1J, 3A, 6A, 6B, 6D, 7B, and Actions 1.18, 1.21, 1.24, 1.27, 3.1, 3.4, 3.7, 3.13, 4.5, 4.6, 4.8, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.10, 6.12, 6.15, 7.1]
3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals. **3.21** Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites. **3.22** Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	As noted in the Initial Study in Appendix A, the DTSP is not expected to create any significant impacts relating to biological resources or seismic hazards. The DTSP incorporates Policy 8A calling for reduction of beach erosion, hillside erosion and threats to coastal health. DTSP Action 8.3 requires that Environmentally Sensitive Habitat Areas especially in the vicinity of the Ventura River, be preserved or enhanced as undeveloped open space wherever feasible and that future development result in no net loss of wetlands or natural coastal areas. Potential impacts to cultural and archaeological sites are discussed in Section 4.2, Cultural Resources. As discussed in that section, future development within the Specific Plan area would be subject to a range of policies and actions aimed at the preservation and enhancement of historic and archaeological resources in the Downtown area. Mitigation measure CR-1a-CR-1b would assure that future development does not adversely affect undiscovered archaeological resources. In addition, CR-1a has been added to Action 1.10 in the DTSP.

Table 4.3-3
Consistency with SCAG Regional Comprehensive Plan and Guide Growth Management, Air Quality, Outdoor Recreation, and Water Quality Policies

SCAG Policy	Consistency Discussion
	DTSP Action 1.20 would require an update the Noise Ordinance to revise standards for new residential projects, visitor-serving (e.g. hotel) projects and residential components of mixed-used projects in the Urban Core and Neighborhood Center zones where commercial and entertainment uses are concentrated. Therefore, the DTSP could be found to be consistent with SCAG Policies 3.20, 3.21, and 3.22. [DTSP Policies 1A, 8A, Actions 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 1.10, 1.20 and 8.3]
3.23 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.	The Specific Plan area is highly urbanized. Though the northern fringes of the Specific Plan area are heavily sloped, the steeply sloped portions of the area are already urbanized and Specific Plan area implementation would not add development within the hillside or canyon areas. In addition, no portion of the Specific Plan area is within the 100-year flood zone. Finally, all Specific Plan area development would be subject to a number of 2005 General Plan policies and actions that would discourage or avoid development within areas with steep slopes and high fire, flood, and seismic hazards. Therefore, the DTSP could be found to be consistent with RCPG Policy 3.23.
Air Quality. *The Air Quality chapter of the RCPG discusses SCAG's air quality planning responsibilities and also describes plans and policies developed by regional, state, and federal air agencies. Specific air quality impacts of the proposed project and consistency with the Ventura County APCD AQMP are discussed in Section 4.1, Air Quality. The following core actions described in the RCPG that are related to the DTSP include:*	
5.07 Determine specific programs and associated actions needed (e.g. indirect source rules, enhanced use of telecommunications, provision or community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed. **5.11** Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.	The DTSP includes a number of policies and actions designed to reduce reliance on automobiles and improve air quality within the Ventura County portion of the South Central Coast Air Basin, without reliance on command and control regulations. Two such examples include the Multi Modal Transit Center (Catalytic Project 1, DTSP Action 6.1 and 6.2) and the Park Once Management Strategy, which would be implemented as the Downtown Parking Management Program (DPMP)(DTSP Action 7.1). Development under the DTSP would result in combined operational emissions in excess of daily VCAPCD thresholds; however, the City will implement a mitigation measure establishing a TDM fund, to which each DTSP development would contribute based on the number of residential units or square footage of commercial space. These funds would be utilized to provide enhanced public transit service, vanpool programs/subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, or park-and-ride facilities. Action 6.9 has been added to the Final DTSP, which implements mitigation measure AQ-2. As discussed in Section 4.1, Air Quality, mitigation measures for future construction activities, payment of fees to the City's TDM fund, as well as compliance with the Ventura County APCD Transportation Control Measures, would reduce impacts to air quality to a level that is less than significant. A Class I, unavoidably significant impact would result from the DTSP's contribution to cumulative population in excess of SCAG/AQMP forecasts; however, the current update to the AQMP (2007) is being revised to reflect increased future population forecasts and the impact results primarily due to timing. Therefore, the DTSP could be found to be consistent with RCPG Policies 5.07 and 5.11

Table 4.3-3
Consistency with SCAG Regional Comprehensive Plan and Guide Growth Management, Air Quality, Outdoor Recreation, and Water Quality Policies

SCAG Policy	Consistency Discussion
Open Space. *The purpose of the Open Space and Conservation Chapter is to assist local governments in planning for local and regional open space. The Chapter recommends alternative approaches, and strategies that can be useful to local officials as they address future open space needs in their community and ensure a high quality of life and equity for Southern California residents. The following actions described in the RCPG that are related to the DTSP include:*	
Outdoor Recreation **9.01** Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region. **9.02** Increase the accessibility to open space lands for outdoor recreation. **9.03** Promote self-sustaining regional recreation resources and facilities.	Specific Plan implementation would incrementally increase demand for recreational facilities and programs in the Downtown area. Continued collection of required park fees and required parkland dedication in conjunction with new development, in combination with implementation of the parks and recreation policies and action items proposed in the 2005 General Plan, could provide parks to meet future needs. The DTSP would not hinder open space lands or recreational facilities. DTSP Action 1.27 calls for enhancement of public parks. DTSP Goal 3 prioritizes maintenance and enhancement of public parks and for provision of access to natural areas including the hillsides and the ocean and emphasizes enhancement of the Public Realm. Policy 3C would re-connect the beach and promote other linkages to natural areas such as the hillsides and the Ventura River. Action 3.11 would renovate the Pierside Promenade and beachfront area to enhance the Downtown Waterfront's appeal as a recreational destination (Focus Area D). Actions 8.4 and 8.5 specifically address beach nourishment, including at Surfer's Point beach. Therefore, the DTSP could be found to be consistent with these RCPG policies.
Public Health and Safety 9.01 Maintain open space for adequate protection of lives and properties against natural and man-made hazards. 9.02 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment. 9.03 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.	The Specific Plan area is highly urbanized. Though the northern fringes of the Specific Plan area are heavily sloped, the steeply sloped portions of the area are already urbanized and Specific Plan area implementation would not add development within the hillside or canyon areas. In addition, no portion of the Specific Plan area is within the 100-year flood zone. Finally, all Specific Plan area development would be subject to a number of 2005 General Plan policies and actions that would discourage or avoid development within areas with steep slopes and high fire, flood, and seismic hazards. The following 2005 General Plan Policies and Actions are applicable. 7.6 Adopt updated editions of the California Construction Codes and International Codes as published by the State of California and the International Code Council respectively. 7.7 Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site: • with slopes greater than 10 percent or that otherwise have potential for landsliding, • along bluffs, dunes, beaches, or other coastal features • in an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault, • in areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils, 7.8 To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami

Table 4.3-3
Consistency with SCAG Regional Comprehensive Plan and Guide Growth Management, Air Quality, Outdoor Recreation, and Water Quality Policies

SCAG Policy	Consistency Discussion
	hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice. 7.9 Maintain and implement the Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan. 7.12 Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance. Therefore, the DTSP could be found consistent with SCAG Policies 9.04-9.06.
Resource Protection	
9.08 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	The Downtown area is highly urbanized and generally lacks habitats for sensitive species. As such, redevelopment of parcels within the Specific Plan area would generally avoid biological resource impacts that could occur with development of "greenfield" sites at the periphery of the community. Nevertheless, the western edge of the Specific Plan area abuts the Ventura River, while the northern fringes of the Specific Plan area above Poli Street abut undeveloped hillside areas. Therefore, the DTSP includes the following policy and actions: Policy 8A Reduce beach erosion, hillside erosion and threats to coastal ecosystem health. Action 8.3 Require that Environmentally Sensitive Habitat Areas (ESHA), especially in the vicinity of Ventura River, be preserved or enhanced as undeveloped open space wherever feasible and that future development result in no net loss of wetlands or natural coastal areas. Action 8.6 In hillside areas, require all development to minimize land disturbance activities, such as vegetation clearing and grading to reduce erosion potential, sediment loss, and soil over-compaction that prevents water absorption. With the above policy and actions, the DTSP could be found consistent with SCAG Policy 9.08.
Water Quality. *The Water Quality chapter is intended to provide a regional perspective on current water quality issues and the plans and programs for addressing these issues, and to better clarify the relationship between water quality and other regional concerns. The following actions described in the RCPG Water Quality chapter that are related to the 2005 General Plan include:*	
11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.	All development within the Specific Plan area would be subject to 2005 General Plan policies and actions. The feasibility of using water reclamation techniques for individual development projects would be assessed at the time of specific proposals for development are submitted to the City for review. Although it cannot be predicted with certainty that reclaimed water will be available for future project sites, the City will continue to seek ways to conserve water resources.

Table 4.3-3
Consistency with SCAG Regional Comprehensive Plan and Guide Growth Management, Air Quality, Outdoor Recreation, and Water Quality Policies

SCAG Policy	Consistency Discussion
	The DTSP includes the following policy and action items relating to the preservation and improvement of water quality: Policy 8C — Improve water quality of urban storm water runoff and groundwater recharge. Action 8.11 — Require all new development to preserve natural drainage features and vegetation to the maximum extent practical or to otherwise maintain pre-development site hydrology by using site design techniques that store, infiltrate, evaporate or detain runoff. All new development shall comply, at minimum, with current municipal National Pollutant Discharge Elimination System requirements for peak flow, storm water quality and runoff volume. Action 8.12 — Prepare a Master Drainage Plan to control runoff and improve storm water quality. The Master Drainage Plan should coordinate storm water quality requirements on a regional basis and establish a Downtown watershed resource inventory. Action 8.13 — Once the Master Drainage Plan is adopted, require engineered drainage plans for all new development consistent with the City's new Master Drainage Plan and applicable federal and state laws. Action 8.14 — Once the Master Drainage Plan is adopted, establish a fee developers may pay in lieu of on-site management of storm water runoff. The fees should be used to fund regional storm water projects within the same watershed. Implementation of the above policies and actions on new development within the Specific Plan area would generally be expected to enhance the quality of storm water runoff as older developments are replaced with new developments that include current water quality technologies and control methods. The DTSP could be found consistent with SCAG Policy 11.07.

Mitigation Measures. With implementation policies and actions included in the DTSP, the Specific Plan could be found to be consistent with RCPG policies. No mitigation measures would be required.

Significance After Mitigation. The DTSP could be found to be consistent with applicable policies of the RCPG without mitigation.

Impact LU-4	**The DTSP could be found to be consistent with the Southern California Association of Governments' Regional Transportation Plan (RTP). Impacts would be Class III, *less than significant.***

The SCAG 2004 Regional Transportation Plan (RTP) links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. The goals of the RTP relevant to the DTSP include:

- *Maximize mobility and accessibility for all people and goods in the region.*
- *Ensure travel safety and reliability for all people and goods in the region.*
- *Preserve and ensure a sustainable regional transportation system.*
- *Maximize the productivity of our transportation system.*
- *Protect the environment, improve air quality and promote energy efficiency.*
- *Encourage land use and growth patterns that complement our transportation investments.*

These goals are supported by the SCAG policies listed below. A discussion of the DTSP's consistency with each of the policies follows.

> *Policy 1: Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*

Table 4.3-4 identifies the RTP performance indicators, which are used to identify transportation investments to achieve RTP goals. Overall traffic levels would increase in the Downtown area as new development occurs in accordance with the DTSP. However, as discussed in Section 4.4, *Transportation and Circulation*, traffic levels at study area intersections are projected to remain in the LOS A-C range, which is considered acceptable based on City standards. In addition, recent research indicates that infill development reduces vehicle miles traveled (VMT) and associated air pollutant emissions as compared to development on sites in the periphery of metropolitan areas, also known as "greenfield" sites (2005 General Plan EIR). A 1999 simulation study conducted for the U.S. Environmental Protection Agency comparing infill development to greenfield development found that infill development results in substantially less VMT per capita and generates fewer emissions of most air pollutants and greenhouse gases. Similarly, a 1991 study presented to the California Energy Resources Conservation and Development Commission found that a doubling of residential densities is associated with a 20-30% reduction in per capita VMT.

A reduction in VMT would be consistent with the RTP performance indicators as it is likely to result in the following:

- *A reduction in congestion on busy roadways and intersections, thereby reducing travel time and delays, as well as variability in travel time*
- *A reduction in automobile accident rates*
- *A reduction in maintenance costs resulting from wear and tear on existing*

infrastructure

- *A reduced need to construct new roadways or expand existing roadways, thereby resulting in a more efficient use of existing roadways*
- *A reduction in air emissions*

Table 4.3-4
Regional Performance Indicators

Performance Indicator	Purpose
Mobility	Increase mobility within the region.
Accessibility	Increase accessibility within the region.
Reliability	Reduce variability in travel time.
Safety	Increase safety by reducing accident rates.
Cost-Effectiveness	Ensure benefits of RTP investments exceed investment costs.
Productivity	Increase the efficiency of transportation infrastructure and provided services.
Sustainability	Sustain current system performance.
Preservation	Maintain current conditions.
Environmental	Reduce air emissions.
Environmental Justice	Avoid disproportionate impacts to any ethnic group.

The DTSP also includes a range of policies and actions aimed at strengthening and balancing vehicle, bicycle, pedestrian, and transit connections in the Downtown area, including the following:

Policy 6A *Provide access to and around the Downtown through a variety of options, emphasizing rail, buses, bikes, and walking.*

Policy 6B *Reconnect the Downtown with the beach for all forms of circulation, especially pedestrian, prioritizing the California Street bridge over Highway 101 as the focal point for re-establishing this connection. Other secondary connections shall be reinforced on Figueroa Street, San Jon Road, the Ash Street bridge, and through the bike tunnel under the freeway at Ventura Avenue.*

Policy 6C *While promoting alternative resident and visitor transportation modes, maintain adequate vehicle movement for commercial use and public safety.*

Policy 6D *Maintain all streets at their current number of lanes, or fewer. Allow minor widening of right-of-way only to facilitate pedestrian and other non-auto oriented mobility efforts.*

The DTSP also calls for the development of a multi-modal transit center in the Downtown area that would include as many transportation alternatives as possible, such as rail, bus, shuttle, bicycles, taxis and pedestrian links to Downtown shopping, cultural activities and tourist locations. In addition, as discussed under Impact AQ-1 in Section 4.1, *Air Quality* and under Impact TC-4 in Section 4.4, *Transportation and Circulation*, the DTSP incorporates the Downtown Parking Management Program (DPMP) designed to restructure the downtown parking supply from individual privately developed parking resources to community shared parking resources, thereby concentrating shared parking at key locations within the DTSP area. The DPMP is anticipated to make traveling by automobile within the DTSP commercial core area less attractive, as it would be more convenient to walk to multiple locations, than to drive and move one's car. Finally, the DTSP identifies the relocation of the California Street freeway ramp to Oak Street as well as the following specific improvements to better link Downtown to the beach:

- ***California Street Bridge*** *- Although this is a direct connection over U.S. 101, the bridge's current design is so unfriendly to pedestrians that it often serves as an impediment to people walking between the beach, Downtown and vice-versa. A capital improvement (CIP) project is already appropriated to widen the sidewalks, improve safety, add streetscape improvements and install public art. Project construction is expected to start in late 2007.*

- ***Figueroa Street -*** *This project is aimed at strengthening and reinforcing the pedestrian character of Figueroa Street south of Santa Clara Street, to the beach. Elements that would help achieve this objective include:*

    - *The 2004 Streetscape Improvement Plan, as adapted in Chapter IV ;and*
    - *Strengthening 'park' aspects of Surfer's Point Park as the beach terminus of Figueroa Street, this effort will be achieved, in part, through the Surfer's Point Managed Retreat project; and*
    - *Strengthening the pedestrian connection between the beach and Grant Park by providing a network of pedestrian paths, bikeways and paseos; and*
    - *Encouraging entertainment-type businesses (restaurants, coffee houses, etc.) along northern Figueroa Street.*

  A funded CIP project is currently in progress that would add pedestrian scale lighting, street trees, sidewalk upgrades, and a public art wall under the U.S. 101 bridge between Thompson Boulevard and Harbor Boulevard (including the intersection of Thompson and Harbor). The project will be constructed in 2007-08.

- ***Sanjon Street*** *- Sanjon provides the eastern connection from Downtown to the beach and has existing assets such as the Pierpont Inn. Sanjon would be re-configured to make it pedestrian friendly, activating the street with pedestrian amenities and visitor-serving uses such as hotels, inns and retail. Development of the Triangle Site (Focus Area C) will play an important role as well.*

- ***Ash Street Pedestrian Bridge*** *- Ash Street provides another opportunity to connect views of the mountains and the ocean. Public improvements and the design of private investment along Ash Street should enhance the visual and functional link between the neighborhood and the waterfront. A streetscape plan would be prepared and a source for funding implementation of the plan would be identified.*

With implementation of the above policies, actions, and planned system improvements, the DTSP could be found to be consistent with the Regional Performance Indicators of SCAG RTP Policy 1.

> *Policy 2: Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*
>
> *Policy 3: RTP land use and growth strategies that are different from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.*
>
> *Policy 4: High Occupancy Vehicle (HOV) gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.*

As discussed under Impact LU-3, the DTSP includes a number policies and actions that are designed to ensure the safety, adequate maintenance, and efficiency of operations on the Downtown transportation system. By promoting intensification and reuse prior to expansion as well as mixed-use and pedestrian-oriented urban development, implementation of the DTSP would result in a diverse, safe, and efficient transportation system that utilizes the existing transportation system to the maximum degree feasible. This would minimize the need for system expansion investments. Moreover, the growth projections, policies, and actions under DTSP are consistent with those of the 2005 General Plan and, therefore, would not require significant changes to the RTP implementation plan. Finally, the DTSP would not involve any HOV gap closures. The DTSP could be found to be consistent with SCAG RTP Policies 2-4.

Mitigation Measures. With implementation of the proposed DTSP policies and actions, the DTSP could be found to be consistent with the SCAG 2004 RTP. No mitigation is required.

Significance After Mitigation. The DTSP could be found to be consistent with applicable goals and policies of the Regional Transportation Plan.

c. Cumulative Impacts. Projected growth under the DTSP in combination with 2005 General Plan buildout would add about 8,300 housing units and a population increase of about 20,000 through 2025. As noted in the 2005 General Plan EIR that was certified in August 2005, the General Plan would generally be consistent with applicable policies of regional and state plans, including those of SCAG, the Coastal Act, and the Ventura County Local Agency Formation Commission (LAFCO). The 2005 General Plan identifies a potential exceedance of SCAG and Ventura County APCD population forecasts for the City and implementation of the DTSP would contribute to this exceedance (approximately 20% of the projected population increase would occur due to residential development within the DTSP area). However, the DTSP alone would not exceed AQMP population projections, and as noted in the 2005 General Plan EIR, the exceedance of the population forecast is due to the fact that SCAG and the APCD have not yet updated their forecasts to be consistent with the City's projections. The population projections in the AQMP are adopted from the Southern California Association of Governments (SCAG) and are expected to increase under the 2007 AQMP that is currently being drafted by the VCAPCD (Scott Jones, VCAPCD 2006). Presumably, future SCAG and APCD plans will incorporate City projections, thus eliminating the inconsistency. Nevertheless, the DTSP's contribution of 20% is considered significant and cumulatively considerable (see discussion under Section 4.1.c *Air Quality Cumulative Impacts*). However, implementation of the DTSP

would not, in itself, cause any exceedance of regional population forecasts and would directly implement a range of SCAG and APCD policies relating to land use, compact communities, and reduced reliance on the automobile.

4.4 TRANSPORTATION and CIRCULATION

This section discusses the impacts of the Downtown Specific Plan upon the local transportation and circulation system. Impacts relating to the roadway system, public transit, and bicycle and pedestrian facilities are evaluated. Growth anticipated under the DTSP is entirely consistent with that analyzed in the 2005 General Plan EIR that was certified in August 2005. Therefore, the analysis is based upon the findings and conclusions of the Circulation Element Update Traffic Study prepared by Austin-Foust Associates in conjunction with the 2005 General Plan EIR. That study is incorporated by reference and is available for review at the Community Development Department at Ventura City Hall, 501 Poli Street, Ventura, California 93001.

4.4.1 Setting

a. Street System Performance Criteria. To evaluate the Circulation Element street system in relation to the Land Use Element, use is made of performance criteria. These criteria include "performance standards" and "thresholds of significance," the latter being used for identifying project impacts.

The analysis of the arterial road system is based on intersection capacity since this is the defining capacity limitation on an arterial highway system. Levels of service for arterial roadway intersections are determined based on operating conditions during the AM and PM peak hours. The intersection capacity utilization (ICU) methodology is applied using peak hour volumes and the geometric configuration of the intersection. This methodology sums the V/C ratios for the critical movements of an intersection and is generally compatible with the intersection capacity analysis methodology outlined in the 2000 Highway Capacity Manual (HCM 2000).

The ICU calculation methodology and associated impact criteria used for the study area arterial system are summarized in Table 4.4-1. Action 4.11 of the 2005 General Plan directs the City to "refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates." To this end, the standards for analyzing the performance of the City's circulation system have been established as level of service "D" or "E" depending on location.

b. Study Area Street System. The Downtown street system is illustrated on Figure 2-5 in Section 2.0, Project Description. Thompson Boulevard and San Jon Road are designated as "Secondary Arterials," defined as four-lane roadways that provide access to primary arterials, other secondary arterials, and collectors, with some access to local roads and major traffic-generating land uses. Several streets within the Specific Plan area, including Main Street, Poli Street, Santa Clara Street, and Ventura Avenue, are designated as "Collectors." These are defined as two-lane roadways that provide both land access and movement within residential, commercial, and industrial areas, as well as connecting local areas to the arterial street system.

Traffic conditions on the street network are described in terms of traffic volumes on the individual streets and also in terms of intersection operation. The former uses average daily traffic (ADT) as the measure of traffic usage, while the latter examines peak hour volumes to determine how well an intersection performs during rush hours.

Table 4.4-1
Arterial Intersection Performance Criteria

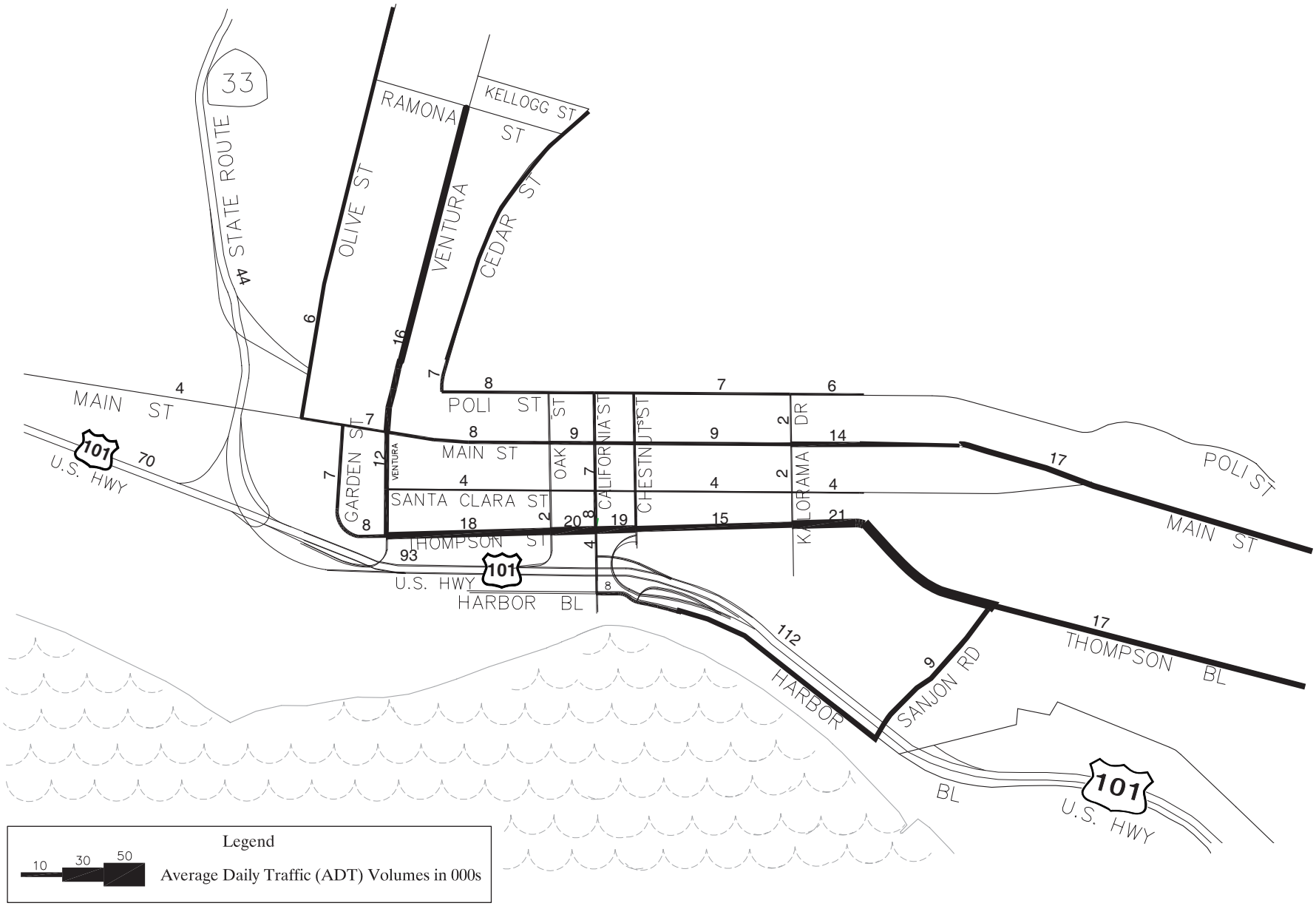
V/C Calculation Methodology [a]			
	Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following values:		
	Saturation Flow Rate: 1,600 vehicles/hour/lane.		
	Clearance Interval: none		
Performance Standard			
	Level of Service E (peak hour ICU less than or equal to 1.00) for freeway ramp intersections. Level of Service D (peak hour ICU less than or equal to 0.90) for all other Principal Intersections*.		
Threshold of Significance (for impact analyses)			
	For an intersection that is forecast to operate worse than its performance standard, the impact of a given project is considered to be significant if the project increases the ICU by more than 0.01. An ICU increase of more than .01 does not cause the threshold of significance to be exceeded if the with-project ICU does not exceed the maximum ICU value.		
Level of Service			
Level of service ranges are as follows:			
	ICU	LEVEL OF SERVICE (LOS)	
	0.00 – 0.60	A	
	0.61 – 0.70	B	
	0.71 – 0.80	C	
	0.81 – 0.90	D	
	0.91 – 1.00	E	
	Above 1.00	F	

* Principal Intersections are intersections to be regularly monitored as a gauge of the operation of the City's circulation system.

[a] Methodology is consistent with that recommended in the Ventura County Congestion Management Program

Existing ADT volumes on the arterial street system are shown on Figure 4.4-1. Estimates of current traffic volumes are based on counts taken in 2004 and represent two-direction 24-hour vehicles on an average weekday. Such volumes are not used directly in level of service criteria, but serve a number of purposes relative to evaluating the use of the local street system. In particular, they provide one of the criteria for determining functional classification.

Level of service (LOS) on the arterial street system is defined according to peak hour intersection performance using ICU values. Figures 4.4-1 and 4.4-2 show the existing (2004) average daily traffic (ADT) volumes and ICU/LOS values for study area roadways and intersections, respectively. Figure 4.4-2 shows the higher of the AM or PM ICU values at each intersection. Table 4.4-2 lists the existing ICUs and corresponding LOS values for study area intersections. All locations meet the City's performance standards.

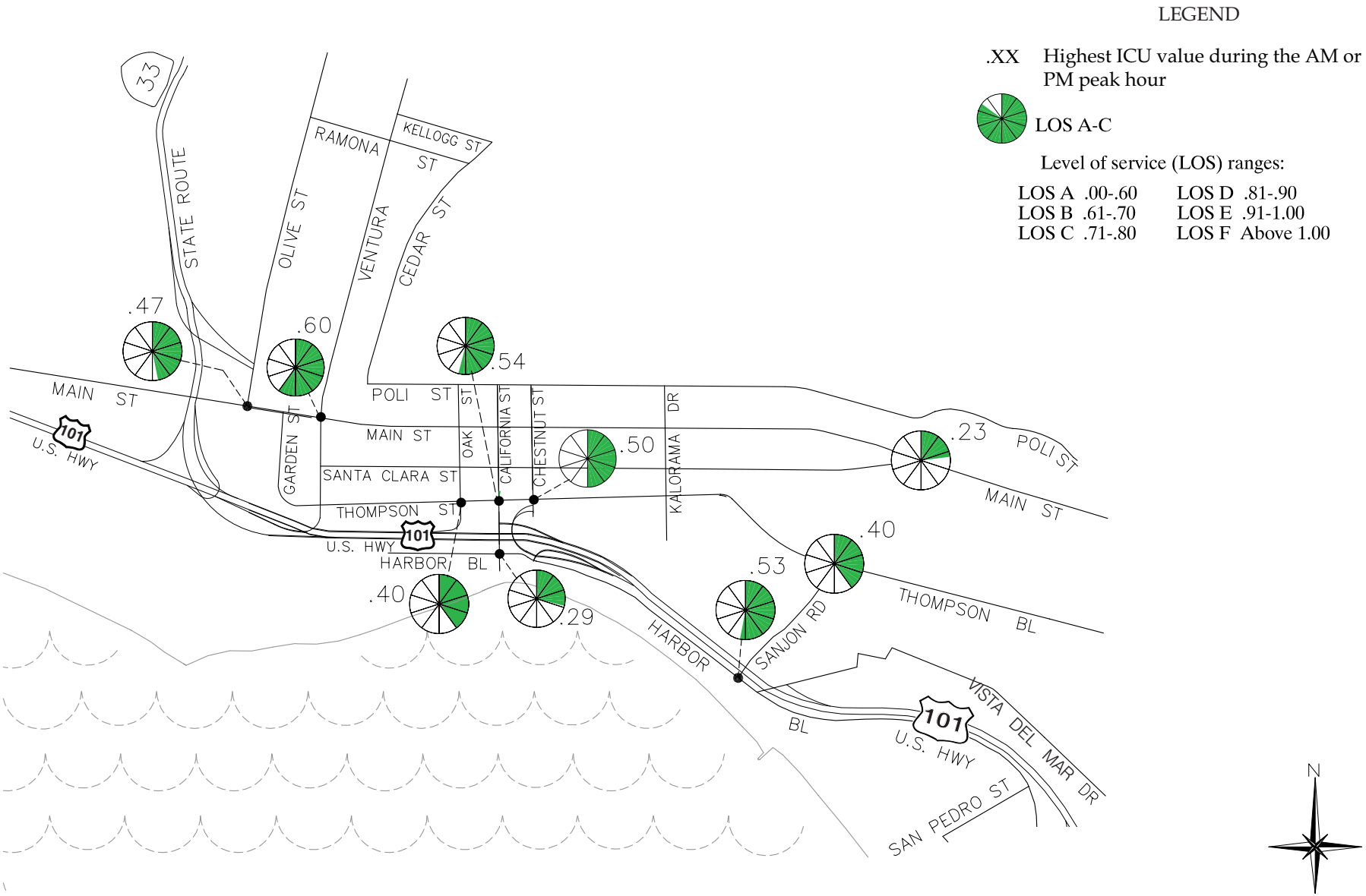


Existing ADT Volumes (000s)

Source: City of San Buenaventura General Plan Circulation Element Update Traffic Study

Figure 4.4-1

City of Ventura



Existing Intersecton Capacity Utilization (ICU)

Source: Austin-Foust Associates, Inc., May 2005.

Figure 4.4-2

City of Ventura

Table 4.4-2
Existing ICU Summary

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Sanjon & Thompson	.35	A	.40	A
Sanjon & Harbor	.32	A	.53	A
California & Thompson	.52	A	.54	A
Chestnut & Thompson	.42	A	.50	A
Ventura & Main	.35	A	.60	A
California & Harbor	.16	A	.29	A
Santa Clara & Main	.23	A	.23	A
Oak & Thompson	.30	A	.40	A
Olive & Main	.47	A	.47	A

Source: Austin-Foust Associates, Circulation Element Update Traffic Study, 2005.

Level of service ranges: .00 - .60 = A
.61 - .70 = B
.71 - .80 = C
.81 - .90 = D
.91 – 1.00 = E
Above 1.00 = F

LOS D (ICU less than or equal to .90) is the performance standard for City intersections.

c. Transit. Bus service in the Downtown area is provided by South Coast Area Transit (SCAT), with four routes operating on both weekdays and weekend days. Routes 6A and 6B provide service between the North Ventura Avenue area and downtown Oxnard, passing through Downtown Ventura along Main Street. Route 16 provides service between the Ojai Valley and Pacific View Mall, again passing through Downtown along Main Street. Route 12 provides service between Downtown and Ventura Harbor. Buses are able to transport bicycles by means of special racks mounted on the buses.

Ventura Intercity Service Transit Authority (VISTA) provides bus service between Ventura and Santa Barbara via the transit center at Pacific View Mall. There is a stop in the Downtown area in the Ventura Visitor Center at the California Street/Santa Clara Street intersection. Greyhound buses connect Ventura with other statewide and national destinations. The Greyhound Station is located at 291 East Thompson Boulevard near Palm Street, and is located in a small building.

Rail transit service is provided in Ventura by Metrolink and AMTRAK. Metrolink provides rail service between Ventura and Union Station in Los Angeles on the Ventura County line. A Metrolink station operates at Ventura Boulevard and Inez Street in Montalvo; there is currently no Metrolink stop in Downtown. Presently, three trains in both the A.M. and P.M. operate the entire length of the route between Ventura and Union Station. AMTRAK operates the Pacific

Surfliner, which runs between San Luis Obispo and San Diego. The station is an unstaffed facility located at Harbor Boulevard and Figueroa Street adjacent to the Ventura County Fairgrounds (Seaside Park). Four trains operate daily, with one additional train on the weekends and one additional train that operates only during the weekdays.

d. Bicycle/Pedestrian Travel. The non-motorized components of the City's circulation system include bicycle and pedestrian facilities. These are discussed below.

Bicycle Facilities. The City General Bikeway Plan, adopted in January 2005, provides detailed information regarding the current bikeway network and an implementation program for augmenting the existing system. The plan envisions a "citywide bikeway system that serves the needs of both commuter and recreational cyclists." The General Bikeway Plan is designed to facilitate the following actions:

- *Address and expand upon existing City policies and establish related goals*
- *Recommend bikeway design standards*
- *Evaluate existing bicycle safety and education programs and make recommendations for enhancement*
- *Identify priorities and a phasing plan for implementation of the Select System of Bikeways Map*
- *Identify and recommend potential funding alternatives and other opportunities for inter-agency cooperation*

City bikeways conform to standards and designations established by the California Department of Transportation (Caltrans), which are described below.

- ***Bike Path (Class I)*** *– Class I bike paths are separated from roads by distance or barriers, and cross-traffic by motor vehicles is minimized. Bike paths offer opportunities not provided by the road system and can provide recreational opportunities or serve as desirable commuter routes. Design standards require two-way bicycle paths to be a minimum of eight feet wide plus shoulders. Bike paths are usually shared with pedestrians, and if pedestrian use is expected to be significant, the desirable width is 12 feet.*
- ***Bike Lane (Class II)*** *– A Class II bikeway is a lane on a road that is reserved for bicycles. The lane is painted with pavement lines and markings and is signed. The lane markings decrease the potential for conflicts between motorists and bicyclists. Bike lanes are one-way, with a lane on each side of the roadway between the travel lane and the edge of paving or, if parking is permitted, between the travel lane and the parking lane. The lanes are at least four feet wide, five feet if parking is permitted.*
- ***Bike Route (Class III)*** *– Class III bike routes share existing roads and provide continuity to other bikeways or designated preferred routes through high traffic areas. There is no separate lane and bike routes are established by placing signs that direct cyclists and warn drivers of the presence of bicyclists. Since bicyclists are permitted on all roads, the decision to sign a road as a bike route is based on factors including the advisability of encouraging bicycle travel on the route, the need to meet bicycle demand, and the desire to connect discontinuous segments of bike lanes.*

Bikeways within the Downtown area consists of a mix of Class I, Class II and Class III routes. Class II routes are on a number of designated roadways, including Main Street, Poli Street, and Ventura Avenue. Class II bike lanes are present on Santa Clara Street, Figueroa Street, San Jon Road, Garden Street, a portion of Main Street west of Ventura Avenue and east of Fir Street, and a portion of Olive Street from Santa Clara Street to Fix Way. A Class I bike path is located along the Ventura River (Omer Reins Trail), and along the beachfront, though the western portion of the path at Surfers Point has been damaged by beach erosion. Each of these two paths connects to the Ventura River Trail.

Pedestrian Facilities and Programs. Sidewalks are the most important component of the Downtown pedestrian system. All streets within the Specific Plan area include sidewalks. The sidewalks along portions of Main Street and California Street are wide facilities that accommodate high levels of pedestrian traffic. Sidewalks on other streets are of standard width. A pedestrian ramp over U.S. 101 is located at the southern end of Ash Street, providing a connection between Downtown and the beach and pier. Many Downtown intersections include marked crosswalks and some marked crosswalks are located mid-block along Main and California Streets. Generally, the City maintains marked crosswalks at intersections:

- *Where there is substantial conflict between vehicle and pedestrian movement*
- *Where significant pedestrian concentrations occur*
- *Where pedestrians could not otherwise recognize the proper place to cross*
- *Where traffic movements are controlled*

Such locations include school crossings and signalized and four way stop intersections. In an effort to improve the "pedestrian friendliness" of the local circulation system and calm traffic through Downtown, the City has re-striped portions of Main Street and Santa Clara Street from four lanes to two. In addition, four-way stop signs have been installed at key intersections along Santa Clara Street.

4.4.2 Impact Analysis

a. Methodology and Significance Thresholds. The analysis of impacts uses long-range traffic forecast data based on projected growth in accordance with the 2005 General Plan land uses through 2025 (including land uses anticipated for the Downtown Specific Plan area) to assess future needs and thereby identify a future street network that is adequate to serve those needs.

The approach used in this analysis is to apply year 2025 traffic forecasts to the existing system plus committed improvements (i.e., those that are funded and planned for implementation). The resulting information is then used to identify where deficiencies can be anticipated.

Traffic forecast data presented here was produced using the Ventura citywide traffic forecasting model. The model uses future land use and circulation system assumptions to derive corresponding traffic forecast data. A detailed description of the modeling procedures can be found in the traffic model documentation report, which is available for review at the Community Development Department.

The evaluation of land use and circulation system alternatives uses the performance criteria described in the *Setting*. As discussed there, the procedure is based on peak hour intersection performance. Peak hour intersection capacity utilization (ICU) values are calculated using a "Baseline" set of roadway system improvements. As discussed in the *Setting*, level of service (LOS) "E" (ICU not to exceed 1.00) is the performance standard for freeway ramp intersections and LOS "D" (ICU not to exceed .90) is the performance standard for all other Principal Intersections. Locations not operating at an acceptable LOS with the Baseline Network assumptions are considered deficient, and improvements needed to mitigate the projected deficiencies are identified. Impacts relating to transportation and circulation would also be considered potentially significant if development forecast under the DTSP through 2025 would:

- *Substantially increase traffic-related hazards due to a design feature or incompatible uses; or*
- *Conflict with adopted policies relating to alternative transportation modes, including transit, walking, and bicycling.*

b. Project Impacts and Mitigation Measures.

Impact TC-1	**Growth accommodated under the DTSP would add traffic to the local circulation system. However, future levels of service are projected to remain within City standards at all study area intersections. Therefore, impacts would be Class III, *less than significant*.**

The estimated net trip generation increase in the Downtown through 2025 is shown in Table 4.4-3. As indicated, the net increase in trips is estimated at 18,036 ADT, including 1,171 A.M. peak hour trips and 1,586 P.M. peak hour trips.

Year 2025 ADTs for Specific Plan area roadways are shown on Figure 4.4-3. Year 2025 ICUs are illustrated on Figure 4.4-4, which shows the ICU values with "baseline" improvements anticipated to be in place by 2025. The only baseline improvement assumed for the study area is the relocation of the California Street off-ramp at U.S. 101 to Oak Street.

As indicated in Table 4.4-4, Year 2025 levels of service are projected to remain within the LOS A-C range at all study area intersections. This is within the acceptable range based upon City standards. Therefore, significant traffic impacts are not anticipated.

Mitigation Measures. With planned circulation system improvements, traffic levels of service are projected to remain within the acceptable range at all study area intersections; therefore, mitigation is not required. The City will continue to collect applicable traffic impact fees from individual developers within the Specific Plan area, including the County Traffic Impact Mitigation Fee (TIMF), to fund system improvements.

Table 4.4-3
Estimated Trip Generation Increase

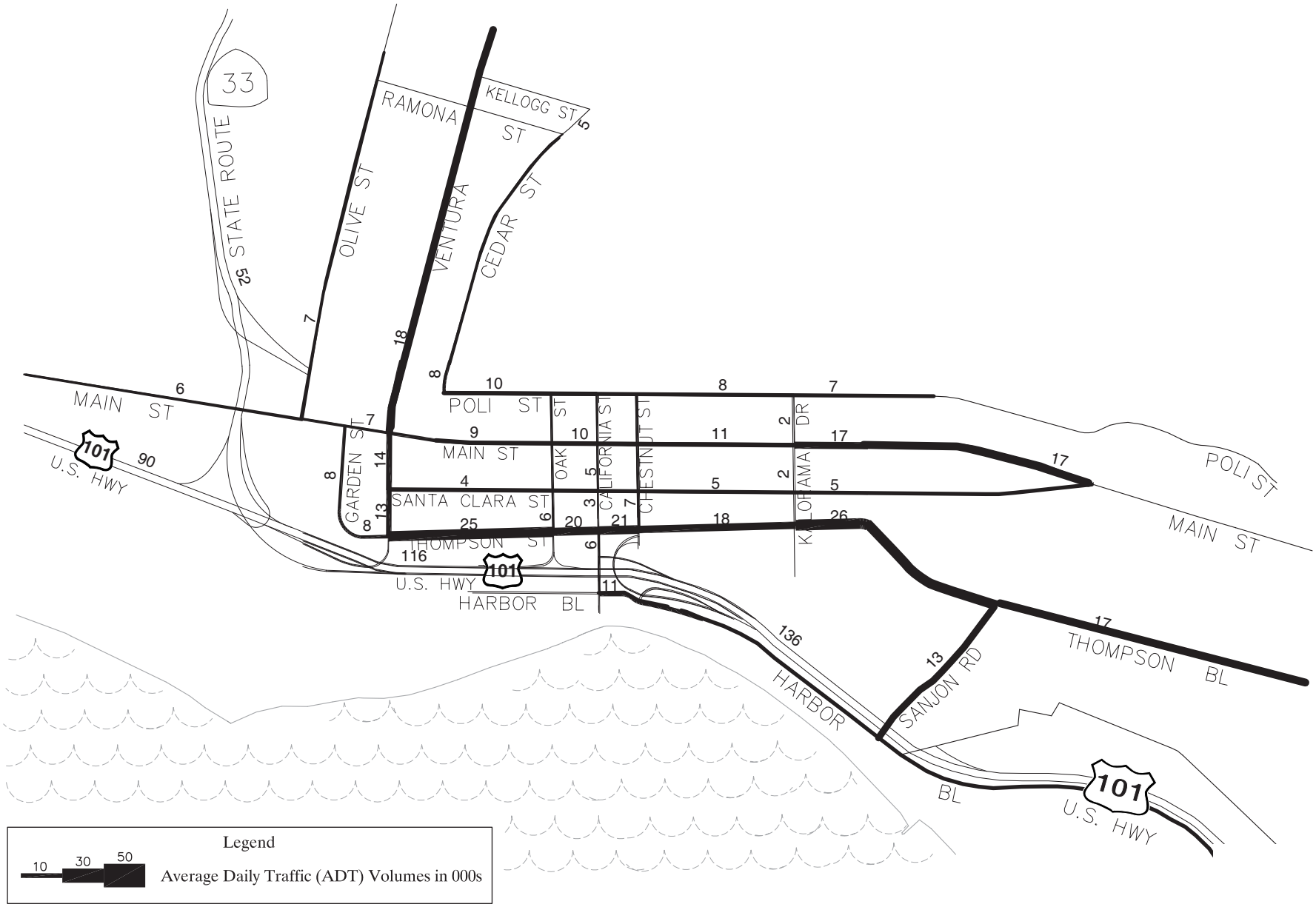
Land Use	Units	Trip Generation		
		ADT	A.M. Peak Hour	P.M. Peak Hour
Residential [a]	1,600 units	10,064	760	912
Retail	100,000 sf	4,432	--	271
Office	200,000 sf	2,202	310	298
Hotel	150,000 sf	1,338	101	105
Total		**18,036**	**1,171**	**1,586**

All trip generation rates from Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.
[a] Assumes that 800 units are apartments and 800 units are residential condominiums. Trips rates are 6.72 ADT, 0.44 A.M. peak hour trips, and 0.52 P.M. peak hour trips per apartment and 5.86 ADT, 0.51 A.M. peak hour trips, and 0.62 P.M. peak hour trips per condominium.
[b] Trip rates (specialty retail) are 44.32 ADT and 2.71 P.M. peak hour trips per 1,000 square feet of leasable area (no A.M. peak hour trips).
[c] Trip rates are 11.01 ADT, 1.55 A.M. peak hour, and 1.49 P.M. peak hour trips per 1,000 square feet of gross floor area.
[d] Trip rates are 8.92 ADT, 0.67 A.M. peak hour, and 0.70 P.M. peak hour trips per occupied room (assumes 150 rooms).

Table 4.4-4
2025 ICU Summary

Intersection	AM Peak		PM Peak	
	ICU	LOS	ICU	LOS
Sanjon & Thompson	.48	A	.59	A
Sanjon & Harbor	.36	A	.66	B
California & Thompson	.39	A	.46	A
Chestnut & Thompson	.48	A	.59	A
Ventura & Main	.40	A	.71	C
California & Harbor	.26	A	.36	A
Santa Clara & Main	.25	A	.30	A
Oak & Thompson	.61	B	.70	B
Olive & Main	.52	A	.58	A

Source: Austin-Foust Associates, Circulation Element Update Traffic Study, 2005.
Level of service ranges: .00 - .60 = A
.61 - .70 = B
.71 - .80 = C
.81 - .90 = D
.91 – 1.00 = E
Above 1.00 = F
LOS D (ICU less than or equal to .90) is the performance standard for City intersections.

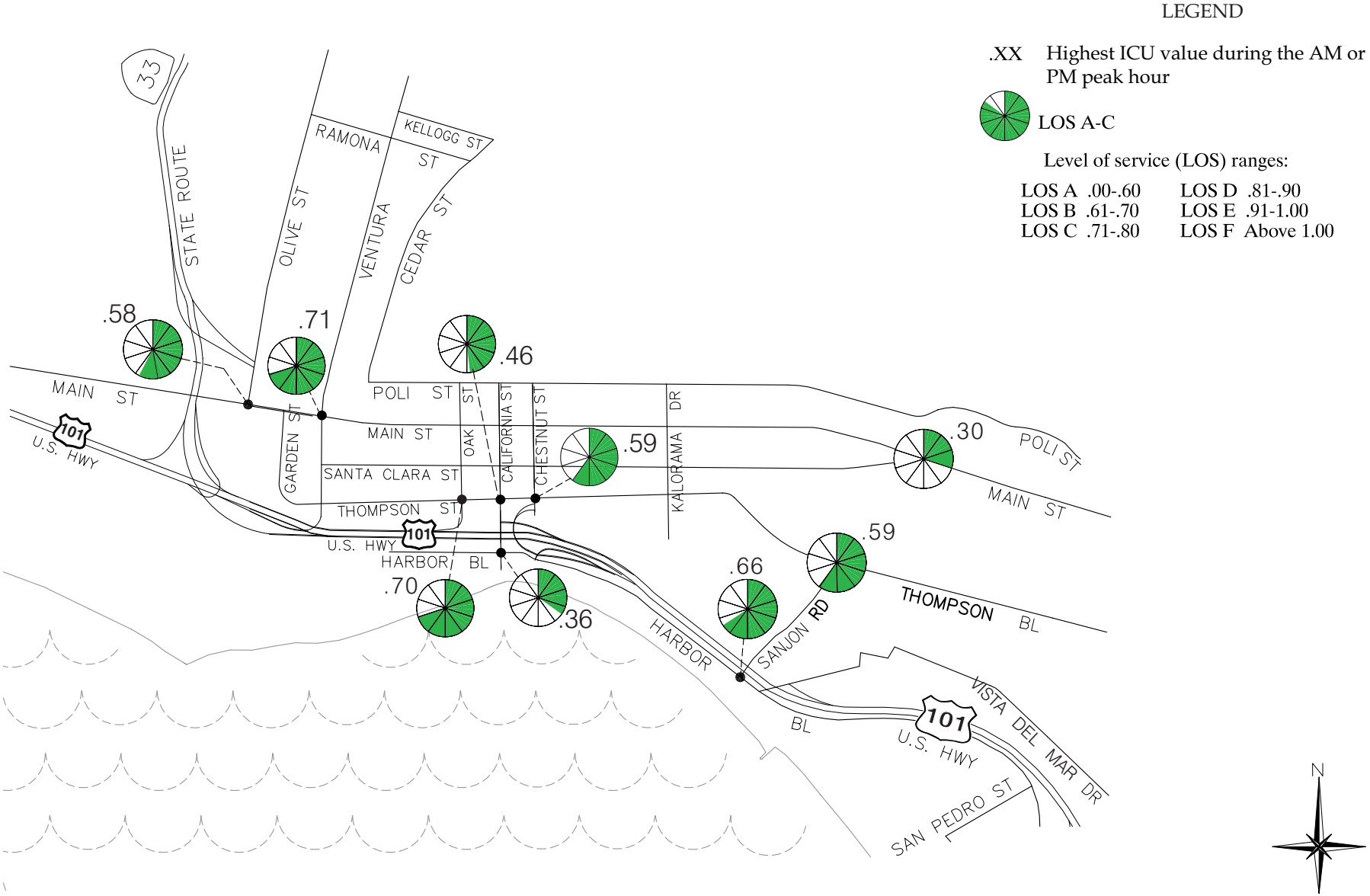


2025 ADT Volumes (000s)

Source: City of San Buenaventura General Plan Circulation Element Update Traffic Study

Figure 4.4-3

City of Ventura



2025 Intersecton Capacity Utilization (ICU)

Source: Austin-Foust Associates, Inc., May 2005.

Figure 4.4-4

City of Ventura

Significance After Mitigation. Levels of service are projected to remain within the acceptable range at all study area intersections. Therefore, impacts would be less than significant without mitigation.

Impact TC-2 Implementation of the DTSP policies would be expected to generally enhance the use of alternative transportation modes, including transit, bicycling, and walking. Impacts relating to alternative transportation are considered Class IV, *beneficial*.

The DTSP emphasizes intensification and reuse of the urbanized Downtown area. Higher intensity land use patterns are generally supportive of alternative transportation since residences, employment centers, and services are generally closer together. Research indicates that in compact neighborhoods, where destinations are nearer to one another, people are more willing to walk, bicycle and ride transit. According to one study, every time a neighborhood doubles in compactness, the number of vehicle trips residents make is reduced by 20% to 30% (Holtzclaw, 1991. Included in Appendix B).

Implementation of the policies and actions included in the DTSP is expected to improve the availability of sidewalks, bike paths, and transit. By making these transportation alternatives more attractive, DTSP implementation is expected to foster a gradual transition toward greater use of alternatives over the single-occupant automobile. Specific goals, policies, and actions that would foster increased transit use, walking, and bicycling include the following:

Goal 6 *Create an integrated transportation system that effectively serves the Downtown area, making the Downtown a place where people prefer to walk, bike or ride public transit rather than drive a car.*

Policy 6A *Provide access to and around the Downtown through a variety of options, emphasizing rail, buses, bikes, and walking.*

Action 6.1 *Identify a final location within Downtown for a multi-modal transportation center (see Catalytic Project 1, Chapter I) to integrate rail, Greyhound, SCAT, and VISTA bus services.*

Action 6.2 *Construct the multi-modal transportation center described in Action 6.1.*

Action 6.3 *Evaluate opportunities for improving the Downtown circulation system as part of the approval of new projects, including streets, alleys, sidewalks, bikeways, transit and related facilities.*

Action 6.4 *Continue to support efforts by SCAT to provide a service that connects the Downtown with Ventura Harbor and beach access points along the way.*

Action 6.5 *Evaluate the feasibility and effectiveness of a shuttle or tram that connects key destinations including Grant Park, Downtown shopping areas, parking lots/structures, and the beach, and develop a strategy for implementation of such a service.*

Action 6.7 *Evaluate the feasibility and effectiveness of extending the evening hours of SCAT transit service in the Downtown for peak times (Friday and Saturday).*

Action 6.9 *Require all new development contribute toward a Transportation Demand Management (TDM) fund to be used to develop regional programs to offset air pollutant emissions associated with growth anticipated under the DTSP. The TDM fund shall be used to finance City programs to reduce regional air pollutant emissions. Specific mitigation measures that could be undertaken using the TDM fund include, but are not limited to, enhanced public transit service, vanpool programs/subsidies, ride-share assistance programs, carshare service, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities. Fee estimates are described in the DTSP environmental impact report (EIR).*

Policy 6B *Reconnect the Downtown with the beach for all forms of circulation, especially pedestrian, prioritizing the California Street bridge over Highway 101 as the focal point for re-establishing this connection. Other secondary connections shall be reinforced on Figueroa Street, San Jon Road, the Ash Street bridge, and through the bike tunnel under the freeway at Ventura Avenue.*

Policy 6D *Maintain all streets at their current number of lanes, or fewer. Allow minor widening of right-of-way only to facilitate pedestrian and other non-auto oriented mobility efforts.*

In addition, the DTSP includes a streetscape plan (described in Section 2.0, *Project Description*) that identifies a number of specific improvements to several corridors in the Downtown area, including enhanced sidewalks and crosswalks. Planned improvements would generally enhance the pedestrian friendliness and safety of the Downtown transportation system. Finally, the DTSP identifies as a capital improvement the relocation and re-construction of the Class I beachfront bike path at Surfers Point that has been damaged by coastal erosion.

All areas of the DTSP are generally located along or in close proximity to existing SCAT bus routes. In addition, the proposed intensity and mix of development accommodated by the DTSP would be conducive to walking, bicycling, and transit use.

With the planned improvements to the Downtown circulation system and the type of development envisioned, implementation of the DTSP would enhance alternative transportation mode opportunities. Therefore, impacts with respect to alternative transportation are considered beneficial.

Mitigation Measures. Implementation of the DTSP is expected to generally enhance the availability and use of alternative transportation modes; therefore, mitigation is not required.

Significance After Mitigation. The DTSP is expected to result in beneficial effects with respect to alternative transportation availability and use.

Impact TC-3	**The placement of new residential development along heavily traveled thoroughfares could potentially create hazards for pedestrians; however, roadway design features proposed under the DTSP would generally reduce the potential for traffic hazards. Impacts are considered Class III, *less than significant*.**

By emphasizing intensification and reuse of the Downtown area, the DTSP would accommodate new mixed use and residential development along relatively highly traveled corridors. Among the corridors anticipated to accommodate substantial new mixed use development are Main Street, Thompson Boulevard, Santa Clara Street, and Ventura Avenue.

The placement of residences along main travel corridors is expected to generally increase pedestrian activity in these areas. This could increase the potential for conflicts between pedestrians and motorists. However, as noted under Impact TC-2, the DTSP includes various goals, policies, and actions specifically intended to improve pedestrian safety. In addition, the streetscape plan included in the DTSP provides for general improvements to the local streetscape to improve pedestrian safety as well as the following specific safety improvements along California Street, Figueroa Street, Oak Street, and Thompson Boulevard:

- *California Street – sidewalk/crosswalk improvements (including 12-foot sidewalks), improvements to U.S. 101 bridge (including relocation of freeway off-ramp)*
- *Figueroa Street - sidewalk/crosswalk improvements (including 12-foot sidewalks), improvements to U.S. 101 underpass (including filling in angled embankments, addition of public art and signage)*
- *Oak Street - sidewalk/crosswalk improvements (including 11-foot sidewalks)*
- *Thompson Boulevard – bulb-outs at some intersections, marked crosswalks, and parallel parking on both sides of the street (where possible), new street lighting*

Implementation of proposed DTSP policies and actions, in combination with continued application of standard safety requirements and ongoing City programs (including the re-striping of streets to calm traffic) is expected to generally improve overall safety conditions for pedestrians throughout the Downtown area. Therefore, significant traffic safety impacts are not anticipated.

Mitigation Measures. Implementation of the DTSP is expected to generally improve traffic and pedestrian safety in the Downtown area; therefore, mitigation is not required.

Significance After Mitigation. The DTSP is expected to result in beneficial effects with respect to traffic safety.

Impact TC-4	**Implementation of the DTSP policies would manage parking based on the "Park Once" strategy and enhanced mobility. A significant effect with respect to parking commonly occurs when parking supply is not adequate to accommodate forecasted demand; however, in this instance, the DTSP incorporates the Downtown Parking Management Plan (DPMP) that includes minimum parking requirements, parking regulations, installation of parking meters, establishment of a commercial and residential Parking Benefit Districts as well as the location for future structured parking. Therefore, the impact with respect to parking supply is considered Class III, *less than significant*.**

The Downtown Parking Management Program (DPMP) requirements were developed on the premise that parking is not an end in itself, but a means to achieve broader community goals by leveraging existing assets. Managing both parking supply and parking demand establishes a necessary balance between providing too much parking and not providing enough parking to meet community needs. Too much parking wastes valuable land resources, distorts the urban form, encourages automobile dependence, and increases the cost of new development. Not providing enough parking limits economic growth and increases traffic congestion. The City's desired balance for parking supply and demand is achieved when 85% of the parking supply is utilized during peak periods leaving 15% of supply available for use at any given time. Implementation of the requirements in this program will further the overall vision of a walkable, pedestrian-oriented and economically vital Downtown as identified in the DTSP, the 2005 General Plan and the 2005-2010 Economic Development Strategy.

The parking management goals, policies, actions defined in the DPMP are based on recommendations in the March 2006 Downtown Ventura Mobility and Parking Plan prepared by Nelson\Nygaard Consulting Associates. Those recommendations were developed from an analysis of parking supply and demand conditions in downtown Ventura, a comprehensive review of transportation and parking management best practices, new technological advances in the field and surveys of cities comparable to Ventura. The consultant recommendations were then tailored to the City's unique needs based on extensive stakeholder input. The resulting policies and actions are summarized in the Implementation Plan Summary. The March 2006 Downtown Ventura Mobility and Parking Plan is incorporated by reference available at the City planning counter in Room 117 at 501 Poli Street and online.

The planning approach behind the Mobility and Parking Plan included the following work.

- *Analysis of transportation and parking opportunities and challenges in downtown Ventura, including an extensive review of existing documents, plans, data and policies, combined with stakeholder interviews and site visits.*
- *A comprehensive review of best practices in transportation and parking management, with special emphasis on communities comparable to Ventura.*
- *An extensive community outreach process in partnership with the Community Development Department.*

- *Presentations of preliminary recommendations to the City Council, Planning Commission, Design Review Commission, the project team, city agency stakeholders, downtown business owners, developers, residents, community leaders, and the general public.*

As discussed under Impact TC-2, the DTSP incorporates actions and policies that foster the goal of shifting from single occupant automobile travel to greater pedestrian, bicycle and alternative transportation forms. One component contributing to this shift will be the regulation of parking supply within the DTSP area. The March 2006 Downtown Ventura Mobility and Parking Plan indicated that there are 1,581 existing off-street public parking spaces and 1,906 off-street private parking spaces within the DTSP area. The majority of these spaces are underutilized as many of the lots were sized to accommodate the maximum demand associated with individual developments. Consolidation of parking into a shared community supply would allow for redevelopment to occur in areas where underutilized parking currently exists.

As discussed under Impact AQ-1 in Section 4.1 *Air Quality*, the DPMP consists of two major strategies: (1) managing parking supply and (2) managing parking demand. Managing both demand and supply of parking is critical in achieving urban design, housing and economic development goals for Downtown. The actions needed to implement the goals of this plan are summarized in a series of steps that should be taken in specific order. The steps are strategic and organized to be cost-effective. The success of many of the recommendations in this plan will be leveraged if implemented concurrently, while the success of others depends on earlier recommendations being implemented and well established.

A. Concurrent Implementation: 2007.

1. *Implement new code and parking regulations for all new development in the Downtown Specific Plan area outside of the Coastal Zone that:*
   a. *Reduces minimum parking requirements to levels that reflect urban demand in a downtown district; and*
   b. *Requires residential parking costs to be "unbundled" from the cost of the housing itself.*

B. Near-term Implementation: 2007-2008.

1. *Hire new parking management staff (or contractors) to implement the requirements of this plan and perform ongoing monitoring and supply and demand analyses.*
2. *Complete a study of existing parking supply and demand for all public on-street, public off-street, and private parking lots and structures in the Downtown Specific Plan area.*
3. *Based on the results of the parking study identified in Step (B.2), determine where future public parking supply should to be added due to high demand or anticipated redevelopment of existing at-grade lots. Reserve potential locations for future public parking structures. Proceed with initial planning, financing, and designing of a new public parking structure where demand is anticipated to be greatest.*

C. Short-Term Implementation: 2008-2009.

1. *Implement new code and parking regulations for all new development in the Downtown Specific Plan within the Coastal Zone that:*
   a. *Reduces minimum parking requirements to levels that reflect urban demand in a downtown district;*
   b. *Expands applicability of the existing in-lieu parking fee program to all new development; and*
   c. *Requires residential parking costs to be "unbundled" from the cost of the housing itself.*

D. ***Mid-Term Implementation: 2008-2011****.*

1. *Form a Commercial Parking Benefit District that dedicates parking revenue to public improvements and services within the Downtown Specific Plan area only. Potential net revenue uses include landscaping, trash receptacles and collection service, street cleaning, pedestrian scaled lighting, transit and bicycle infrastructure, and management of Downtown transportation amenities and infrastructure.*
2. *Implement a paid parking program to achieve Downtown revitalization goals, including improved urban design, cleanliness, safety and economic vitality. Paid parking would be established in areas identified in Step B.2, and north of Highway 101. Public parking supply south of Highway 101 is not subject to the regulations of this Downtown Parking Management Program.*
3. *Establish Residential Parking Benefit Districts to prevent unwanted spillover parking in adjacent residential neighborhoods*
4. *Require all employers in the Downtown Specific Plan area to offer employees the option to "cash out" the cost, if applicable, of a parking space provided by the employer. Parking spaces paid for by employers are made available to employees as a Transportation Fringe Benefit to promote use of alternative transportation methods .*
5. *Perform ongoing monitoring, supply and demand analyses, and program operation.*

E. Long-term Implementation: 2011 and beyond.

1. *Use net parking revenue from the Commercial Parking Benefit Districts to fund long-term transportation and parking demand management programs and incentives, and street improvements within the Downtown Specific Plan area, including:*
   a. *Provide universal transit passes for all residents and employees in the Commercial Parking Benefit District; and*
   b. *Establish a car sharing program with one or more convenient and highly-visible "pods" located in Downtown Specific Plan area.*
2. *Construct additional parking supply, such as parking structures, when Downtown peak parking occupancy regularly and consistently exceeds 80% in the Downtown Core. Parking supply shall be located as identified in Step B.2.*
3. *Through Development Code revisions, continue to reduce parking requirements in a phased approach as parking supply balances with parking demand. Allow further reductions for projects that incorporate transportation and parking demand management strategies.*

4. *Once parking resources are sufficiently shared to meet demand and future supply needs are funded, remove minimum parking requirements in a phased approach.*
5. *Perform ongoing monitoring, supply and demand analyses, and program operation.*

Incorporation of the DPMP in addition to other projects including pedestrian circulation improvements and the multi-modal transit center will change the focus of the downtown area to a place where people walk and bike rather than drive. The DPMP includes timing components that will assist the residents and visitors within the DTSP area to adjust to the changes over time and adapt to the change in parking supply in a manner that will not be disruptive because the changes would be gradual. Additionally, the DPMP includes development of residential parking districts to protect the interests of the residential neighborhoods along the periphery of the Commercial Core. As such, prior to elimination of specific development parking requirements within the DTSP area, all of the necessary precursors will already be in place, such that adequate shared parking to serve the demand is available. The general restructuring of the DTSP parking supply is anticipated to reduce vehicle trips within the DTSP area, fostering a greater amount of pedestrian and bicycle travel, and allowing for greater amounts of development intensity where mostly vacant individual private parking lots currently exist.

Mitigation Measures. Implementation of the DTSP and DPMP is expected to improve the downtown environment through conversion of underutilized private parking to communal shared parking that will allow for greater development intensity, more pedestrian traffic, and an increase in availability of convenience street parking. The long term effects of implementing parking reform are beneficial and short term implementation is gradual, planned and timed to ease the transition. Thus, the effects are less than significant and no mitigation is required.

Significance After Mitigation. The DTSP is expected to result in beneficial effects with respect to parking reform and supply availability.

c. Cumulative Impacts. The analysis under Impact TC-1 considers the effects of cumulative growth in Ventura through 2025 (based on the citywide growth projections discussed in Section 3.0, *Environmental Setting*). As indicated in that discussion, all study area intersections are projected to remain within the acceptable range based on City standards. Therefore, cumulative impacts would be less than significant.

4.5 UTILITIES and SERVICE SYSTEMS

This section assesses possible impacts to water service, wastewater conveyance and treatment facilities, storm drains and solid waste disposal facilities.

4.5.1 Setting

a. Water. The City water system consists of approximately 30,000 service connections, providing water to residential, commercial, industrial, petroleum recovery, irrigation, and municipal users. Raw water is used in the North Ventura Avenue area for irrigation and injected into the ground for oil recovery. All other customers receive treated potable water.

The western portion of the City, including Downtown, obtains water predominantly from Lake Casitas and the Ventura River diversion near Foster Park north of the City. The City may also supply water to the Downtown Specific Plan area from groundwater wells located in the eastern portion of Ventura when necessary. Because of an agreement between the Casitas Water District and the U.S. Bureau of Reclamation and the method of financing the Lake Casitas project, water from Lake Casitas cannot be used outside the Casitas District boundaries.

There are presently five water sources that provide water to the City water system.

- *Casitas Municipal Water District*
- *Ventura River Surface Water Intake, Subsurface Water and Wells (Foster Park)*
- *Mound Groundwater Basin*
- *Oxnard Plain Groundwater Basin (Fox Canyon Aquifer)*
- *Santa Paula Groundwater Basin*

Table 4.5-1 summarizes historic and projected water supply from these sources. The historic delivery values shown represent the capacity of available sources. The projected numbers in the table estimate available water supply levels under normal, non-drought conditions. Actual water supply levels in any given year may be higher or lower than these averages.

The City generally uses its water supplies in the following order: (1) Ventura River; (2) Lake Casitas; and (3) groundwater basins. Water is used in this order to maximize the amount of surface water that would otherwise be lost to runoff before using stored groundwater.
The City also utilizes recycled water supply from the Ventura Water Reclamation Facility to augment its municipal water supply. The tertiary-level treatment plant produces effluent that meets the requirements of Title 22 of the California Administrative Code at an average daily flow to 9.5 million gallons per day.

Table 4.5-2 presents historic and projected water production in the service area. The City does not currently experience water supply shortages and, with the upcoming addition of the Saticoy Yard Well, does not anticipate the need for additional supplies within a 20-year horizon.

The City's distribution system mains fall into two categories: (1) distribution mains ranging in size from 4-inches to 12-inches in diameter; and (2) transmission mains ranging in size from 14-inches to 36-inches in diameter.

Table 4.5-1
Historic and Projected Water Source Supply Availability
(Acre Feet)

Year	Surface Water		Groundwater				Total Water Supply
	Lake Casitas	Ventura River	Mound Basin	Oxnard Plain Basin	Santa Paula Basin	Saticoy Yard Well	
Historic							
1980	7,544	7,276	0	5,198	2,129	0	22,147
1985	9,099	5,493	2,360	6,172	46	0	23,170
1990	6,175	2,859	4,365	5,749	0	0	19,148
1995	1,622	9,042	2,169	2,603	2,594	0	18,030
1996	4,456	7,926	2,789	2,768	1,599	0	19,538
1997	7,089	7,052	213	3,452	2,025	0	19,831
1998	4,328	8,069	802	4,312	1,033	0	18,544
1999	7,061	6,419	3,955	1,621	1,669	0	20,725
2000	5,836	6,779	4,579	2,674	1,698	0	21,566
2001	6,292	5,727	4,030	905	2,006	0	18,960
2002	7,127	5,951	3,720	1,978	1,157	0	19,933
2003	4,874	6,722	5,546	2,898	316	0	20,356
2004	6,883	6,118	4,775	2,391	2,183	0	22,298
2005	8,000	2,400	5,700	4,600	2,600	0	23,300
Projected							
2010	8,000	6,700	5,700	4,100	3,000	2,400	29,900
2015	8,000	6,700	5,700	4,100	3,000	2,400	29,900
2020	8,000	6,700	5,700	4,100	3,000	2,400	29,900
2025	8,000	6,700	5,700	4,100	3,000	2,400	29,900

Source: City of Ventura Urban Water Management Plan, December 2005
City of Ventura 2004 Biennial Water Supply Report as amended, September 2004.

b. Wastewater. The Ventura Water Reclamation Facility, located in the harbor area, treats most of the wastewater for the City, including the Downtown. This plant was originally designed with a capacity of 14 million gallons per day (MGD) and provides tertiary treatment, effluent filtration and chlorination/de-chlorination. The effluent then discharges into the Santa Clara River Estuary. Solids handling consists of thickening, anaerobic digestion and dewatering by filter presses prior to land application. Plant flow for 2001 averaged 9.3 MGD and in 2004 averaged just under 9.0 MGD.

A minimum of 5.6 MGD of the effluent is discharged to the Santa Clara Estuary as required by the existing Regional Water Quality Control Broad (RWQCB) Permit. The remaining effluent is either transferred to recycling ponds, where a portion is delivered as reclaimed water, or lost through percolation or evaporation.

Table 4.5-2
Historic and Projected Water Production
(Acre Feet)

Year	Estimated Population Served	Per Capita Use [a]	Treated Water Use [b]	Raw Water Use	Total Water Production [c]
Historic					
1940	13,264	0.320	4,240	0	4,240
1950	16,534	0.321	5,307	0	5,307
1960	29,114	0.303	8,832	0	8,832
1970	57,964	0.294	17,051	4,473	21,524
1980	74,393	0.233	17,381	4,766	22,147
1990	94,856	0.177	16,831	2,317	19,148
2000	103,238	0.198	20,437	1,129	21,566
2001	104,153	0.171	17,816	1,144	18,960
2002	105,267	0.180	18,966	968	19,934
2003	106,782	0.183	19,548	846	20,394
2004	109,002	0.196	21,358	940	22,298
Projected					
2010	114,629	0.18	20,633	1,000	21,633
2015	119,659	0.18	21,539	1,000	22,539
2020	124,913	0.18	22,484	1,000	23,484
2025 [d]	126,153	0.18	22,708	1,000	23,708

Sources: City of Ventura Urban Water Management Plan, Dec. 2005
City of Ventura 2004 Biennial Water Supply Report as amended, September 2004.
Notes:
[a] Per capita use excludes raw water use (treated water use/population).
[b] Treated water is total production less raw water use.
[c] Total water production includes all water produced by the City, including raw water/oil use.
[d] Reflects population increase due to 0.88% growth rate per 2005 General Plan.

Table 4.5-3 shows monthly average wastewater flows for 2001. Peak monthly flow in 2001 occurred in March (10.8 MGD). Peak flow in 2000 occurred in June (12.7 MGD) and in 1999 in September (9.4 MGD).

The City collection system includes seven major tributary, or planning, areas with a total service area of 31,309 acres: Ventura Avenue; Vista Del Mar; Woolsey Trunk; Pierpont Bay; Olivas-Bristol Trunk; Wells Road Valley; and, Santa Clara River area. The City collection system consists of nearly 60 miles of main collector sewer pipeline with about 450 miles of total gravity sewer pipe, 3 miles of force mains, 8,700 manholes, and 14 lift stations, two of which have been abandoned indefinitely. Sewer system lines range in diameter from 4 to 48 inches. The Downtown area has sewer pipes that were installed as early as 1905.

Table 4.5-3
Citywide Wastewater Flows, 2001

Month	Average Flow (mgd)
January	9.28
February	9.59
March	10.78
April	9.61
May	9.15
June	9.14
July	9.09
August	9.13
September	9.06
October	8.89
November	9.08
December	8.85
Average	9.30
Peak	10.78
Minimum	8.85
Total	111.65

Source: Ventura Water Reclamation Facility Annual Report, 2001.

c. Storm Drains.

Area Storm Drain System. Downtown Ventura is served by a system of storm drains and culverts. Elsewhere in the City natural watercourses or barrancas are part of the drainage system. The Downtown does not include any natural waterways. Drainage patterns within the City generally begin in the hills north of the City and terminate in the Ventura River, Santa Clara River or the Pacific Ocean.

The City's storm drainage facilities are designed to convey the runoff generated from a 10-year storm event, while City streets convey flows above the 10-year storm. Major City drains (over 48") within the Specific Plan area include a drain underneath Fir Street that runs from above Poli Street to the beach, a drain underneath Oak Street south of Main Street, a drain underneath Oak Street that connects to the Fir Street drain, and a drain underneath Main Street west of Ventura Avenue.

Deferred maintenance has become an issue for storm drains in the Downtown area due to aging drainage facilities. Many corrugated metal pipe drains are older than 50 years and need to be

replaced. Other deficiencies in the Specific Plan area include street and private property flooding and undersized storm drains.

Surface Water Quality Regulation. The City, County, Watershed Protection District, and nine other local cities are co-permittees on National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002 issued by the Regional Water Quality Control Board in 2000. NPDES is a Federal Environmental Protection Agency (EPA) program administered by the states to control water pollution by regulating point sources. In California, the State Water Quality Control Board is responsible for ensuring compliance with the provisions of the Federal Clean Water Act and the State Water Quality Control Act. The Los Angeles Regional Water Quality Control Board ensures local compliance with the countywide NPDES permit.

Regulations under the federal Clean Water Act require that an NPDES general construction storm water permit be obtained for projects that would disturb greater than one acre during construction. Acquisition of an NPDES permit is dependent on the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains BMPs to control the discharge of pollutants, including sediment, into local surface water drainages. In California, Regional Water Quality Control Boards administer the NPDES permit process and set specific standards that must be incorporated into all SWPPPs.

The Ventura County SQUIMP is included as an attachment to the countywide NPDES permit. The two primary municipal permit objectives are to:

1. *Effectively prohibit non-storm water discharges; and*
2. *Reduce the discharge of pollutants from storm water conveyance systems to the maximum extent practicable.*

The SQUIMP addresses storm water pollution from new development and redevelopment by the private sector, and contains a list of the minimum required Best Management Practices (BMPs) required for a designated project. A BMP is defined as any program, technology, process, siting criteria, operating method, measure, or device that controls, prevents, removes, or reduces pollution. Per the SQUIMP, BMPs can be used for minimizing the introduction of pollutants of concern that may result in significant impacts to the storm water conveyance system from site runoff. Treatment Control BMPs are required for eight categories of development. Additional BMPs may be required by ordinance or code adopted by the City and applied generally or on a case-by-case basis. The City is required to implement the requirements of the SQUIMP and individual developers are required to comply with those provisions.

d. Solid Waste/Recycling. The Environmental Services Office (ESO) in the City Public Works Department manages collection and disposal of solid waste. The Office also develops methods of waste diversion. The City has a franchise agreement with Harrison Industries for residential and commercial solid waste removal. This arrangement includes curbside collection, with three residential disposal options (trash, recyclables, and yard waste), plus the "Unicycling Recycling Program" for businesses that allow bagged trash and recyclables to share a single container. An additional no-fee salvager permitting system allows other companies to collect recyclable materials from Ventura businesses.

After collection, waste is sorted at the Gold Coast Material Recovery Facility and Transfer Station. What cannot be recycled is sent to landfills. The majority of Ventura's non-recycled waste (88.1%) goes to Toland Road Landfill, while approximately 10.5% is sent to the Simi Valley Landfill. The remaining approximately 1.4% is shipped to either the Azusa Land Reclamation Company, Inc., Chiquita Canyon Sanitary Landfill, and Nu-Way Live Oak Landfill (2005 General Plan EIR). The Toland Road Landfill, which is operated by the Ventura Regional Sanitation District, has a permitted throughput of 1,500 tons of waste per day. Current throughput ranges from about 1,200-1,400 tons per day. The landfill's total permitted capacity is 30 million cubic yards of waste, and it is projected to reach capacity in 2027. The Simi Valley Landfill, which is operated by Waste Management of California, has a permitted throughput of 3,000 tons of waste per day, and a current maximum daily throughput of about 2,750 tons per day. The total permitted capacity is 43.5 million cubic yards, and the landfill is projected to reach capacity in 2022. Table 4.5-4 compares maximum daily capacity and estimated current throughput at the Toland Road and Simi Valley landfills.

Table 4.5-4
Maximum Daily Capacity and Current Daily Throughput at Area Landfills

Landfill	Permitted Daily Capacity (tons)	Maximum Daily Throughput (tons)	Available Daily Capacity (tons)
Toland Road	1,500	1,400	100
Simi Valley	3,000	2,750	250
Total	**4,500**	**4,150**	**350**

The daily waste that reaches the Toland Landfill ranges from 1,200 to 1,400 tons/day, Monday through Saturday; therefore, 1,400 tons/day was assumed as a worst case scenario. The Simi Valley Landfill accepts an average of approximately: 2,750 tons/day, Monday through Friday; 1,200 tons/day on Saturday; and, 20 tons on one Sunday per month (Scott Tignac, personal communications, 1/24/04); therefore, 2,750 tons/day was used to assess project impacts under a worst case scenario.

State law requires cities to divert at least 50% of the solid waste they generate from landfills through source reduction, reuse of materials, and recycling. The ESO has initiated a series of projects that have resulted in a comprehensive waste reduction and recycling program. Each year, the amount of waste diverted from local landfills has increased. The city's current diversion rate is 65%.

4.5.2 Impact Analysis

a. Methodology and Significance Thresholds. The DTSP's utility impacts would be significant if Specific Plan implementation would:

- *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or*

planned uses for which permits have been granted);

- *Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or*
- *Fail to have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.*
- *Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or*
- *Result in a determination that the wastewater treatment provider (the City or the Ojai Valley Sanitary District) that it does not have adequate capacity to serve projected demand in addition to existing commitments.*
- *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects*
- *Not be served by a landfill with sufficient permitted capacity to accommodate solid waste disposal needs*

b. Project Impacts and Mitigation Measures.

Impact U-1 **Water**	**Development accommodated under the DTSP would increase water demand. Projected water supplies are sufficient to meet demand increases. Water conveyance infrastructure upgrades are needed in the Downtown area, but the DTSP specifies replacement of deficient infrastructure prior to or in conjunction with new development. Because such replacement can be achieved without significant secondary effects, impacts are considered Class III, *less than significant*.**

The projected water demand increase associated with projected growth within the Specific Plan area is shown in Table 4.5-5. As indicated, projected growth would increase Downtown water demand by an estimated 975 acre-feet per year (AFY).

Table 4.5-5
Projected Water Demand Increase

Land Use	Net Increase in Units/Building Area	Net Water Demand Increase (AFY)
Residential	1,600 units	807
Non-Residential (retail, office, hotel)	450,000 square feet	168
Total		**975**

Source: City of Ventura, 2005 General Plan Final EIR, August 2005.

Current water production has totaled approximately 19,934 to 22,298 AFY over the past few years, with the range due to seasonal climate and rainfall variations. Using the higher value (22,298 AFY) to be conservative and adding the projected increase of 975 AFY to the current water production results in overall demand of approximately 23,273 AFY.

This demand projection is lower than the long-term projected supply of 28,262 AFY (2014) from the City's 2004 Biennial Water Supply Report and the City's 2005 Urban Water Management Plan projected demand of 29,900 AFY for the year 2010-2025. Therefore, water supply impacts are not considered significant.

Connection fees would be paid by all new developments, and these would cover each project's "buy-in" to existing City supply, storage and transmission/distribution systems. In addition, developers would be responsible for constructing all local on and off-site distribution improvements necessary to bring individual developments up to current standards. Upgrades to water distribution infrastructure may be needed to improve pressure and fire flow.

DTSP Action 8.15 specifies needed water system improvements for the Downtown as described in the City's Capital Improvement Program (CIP). These are listed in Table 4.5-6.

Table 4.5-6
Planned Downtown
Water System Improvements

CIP #	Project Description
97901	Downtown Water Main Replacement
97887	Booster Pump Station Upgrades
97889	Waterline – Harbor Boulevard

Source: City of Ventura, Downtown Specific Plan, Table V-1.

According to Action 8.15, project implementation is based on funding availability and prioritization by the City Council. Where improvements are necessary to support new development, that new development will be required to pay its proportionate share of improvement costs as determined by the Public Works Director and prior to project approval.

DTSP Action 8.17 states:

> *Where existing facilities are inadequate, new development shall only be approved when the following conditions are met:*
>
> 1. *The developer and/or City can demonstrate that all necessary public facilities will be adequately financed and installed prior to project occupancy (through fees or other means); and*
> 2. *The facilities improvements are consistent with applicable facility plans approved by the City or other agencies in which the City is a participant.*

Implementation of Actions 8.15 and 8.17 would ensure that needed water conveyance improvements are in place prior to occupancy of new developments. Consequently, no significant impacts to the water conveyance system are anticipated.

The Downtown Water Main and other water conveyance lines that may need replacement are located underneath existing streets; therefore, line replacement would not be expected to disturb important biological resources. Line replacement has the potential to adversely affect significant intact cultural resources if they were present beneath area streets; however, mitigation was included in Section 4.2 Cultural Resources (CR-1(a-b)) that would reduce the potential for adverse effects to a level that is less than significant. Line replacement would involve temporary traffic disruption as well as temporary noise and air quality impacts. However, such impacts could be reduced to a less than significant level through implementation of standard traffic, noise, and dust controls.

Mitigation Measures. Implementation of DTSP actions would provide needed water system upgrades. Mitigation is not required.

Significance After Mitigation. Capital improvements included in the DTSP would address potential impacts relating to water conveyance infrastructure. Impacts related to water supply and reliability would not be significant.

Impact U-2 **Wastewater**	**New development accommodated under the DTSP would increase wastewater generation. Projected future wastewater flows to the City's wastewater treatment plant would remain within the current plant capacity. Many Downtown sewer lines are deficient and in need of replacement; however, the DTSP specifies replacement of these lines prior to or in conjunction with new development. Ordinance 2006-003 requires payment of fees based on development of residential units and square footage of non-residential development to fund necessary improvements. DTSP Action 8.17 states new development shall not be allowed until adequate public services and facilities to serve such development are provided. Therefore, because the improvements are planned, a source of funding is present and a mechanism is in place to prevent development prior to improvements, impacts are considered Class III, *less than significant*.**

As shown in Table 4.5-7, growth accommodated under the DTSP is projected to generate an additional 0.470 MGD of wastewater flow. The additional flow would go to the Ventura Water Reclamation Facility (VWRF). The current flow at the VWRF for averages just under 9.0 MGD and the rated capacity is 14 MGD, leaving capacity an additional 5.0 MGD before expansion would be required. Thus, an adequate buffer is available for the projected flow generated by Specific Plan area development and no significant impact to wastewater treatment would occur.

Intensification and reuse development in the Downtown area is anticipated to cause localized sewer capacity deficiencies that require upgrades of older, undersized sewer infrastructure, primarily the smaller diameter north-south lines. Kennedy/Jenks Consultants conducted an analysis of the Downtown sewer system as part of the Downtown/Westside Sewer System Study dated August 2005. That study identified a number of existing system deficiencies as well as future deficiencies anticipated as development occurs within the Downtown area. Recommended sewer system improvements per the study are shown on Figure 4.5-1.

Table 4.5-7
Projected Wastewater Generation Increase

Land Use	Net Increase in Units/Building Area	Net Wastewater Generation Increase (MGD)
Residential	1,600 units	0.344
Non-Residential (retail, office, hotel)	450,000 square feet	0.126
Total		**0.470**

Source: City of Ventura, 2005 General Plan Final EIR, August 2005.

DTSP Action 8.15 specifies needed wastewater system improvements for the Downtown as identified in the Kennedy/Jenks study and described in the City's Capital Improvement Program (CIP). These are listed in Table 4.5-8.

Sewer lines that need to be replaced are located underneath existing streets; therefore, line replacement would not be expected to disturb important biological resources. However, as discussed in Section 4.2 *Cultural Resources*, Impact CR-1, there is potential to disturb archaeological resources. However, mitigation has been included (CR-1(a-b)) that would require monitoring of excavation activities by a qualified archaeologist and Native American monitor. Therefore, this potentially adverse secondary impact has been mitigated to a level that is less than significant. Line replacement would involve temporary traffic disruption as well as temporary noise and air quality impacts. However, such impacts could be reduced to a less than significant level through implementation of standard traffic, noise, and dust controls.

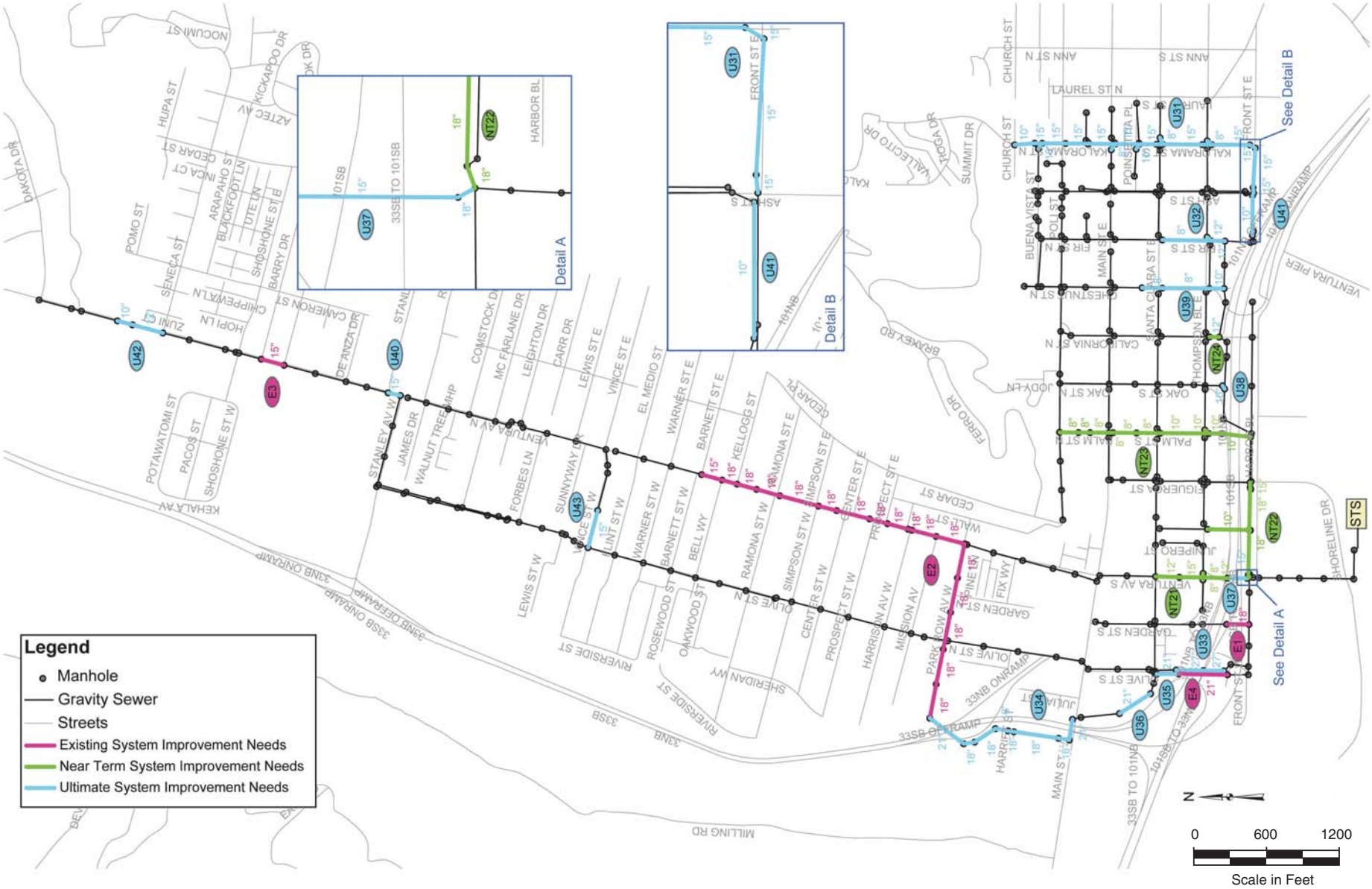
Mitigation Measures. Implementation of DTSP Action 8.17 in combination with Ordinance 2006-003 would provide needed sewer system upgrades prior to occupancy of development within the DTSP Area. Potentially adverse secondary impacts to archaeological resources are mitigated through mitigation measures CR-1(a-b). Thus, no additional mitigation is required.

Significance After Mitigation. With implementation of proposed DTSP actions, ordinance 2006-003, and mitigation measures (CR-1(a-b) impacts relating to wastewater infrastructure would be less than significant.

Table 4.5-8
Planned Downtown Sewer Improvements

CIP #	Sewer Study Reference #	Project Description
96889		2005 Sewer Lining and Manhole Rehabilitation
96885		Downtown Sewer Line Replacement
96880		Sewer Capacity Upgrades
96886		Aliso Relief Sewer
	E1	South Garden Street Sewer
	E4	21-Inch South Olive Street Sewer
	N21	South Ventura Avenue Sewer
	N22	Harbor Boulevard Sewer
	N23	Palm Street Sewer
	N24	California Street Sewer
	U31	Kalorama Street Sewer
	U32	South Fir Street Sewer
	U33	27-Inch South Olive Street Sewer
	U34	Highway 33 SB Off Ramp Sewer
	U35	21-Inch South Olive Street Sewer
	U36	Hwy 101 and Hwy 33
	U37	South Ventura Avenue Connection
	U38	Oak Street Sewer
	U39	Chestnut Street Sewer
	U41	Front Street Sewer

Source: City of Ventura, Downtown Specific Plan, Tables II-2 and V-1.



Recommended Sewer System Improvements

Source: Kennedy/Jenks Consultants, August, 2005

Figure 4.5-1

City of Ventura

Impact U-3 **Drainage**	**The Downtown storm drain system currently has a number of deficiencies. However, the Specific Plan area development would have a negligible effect on the storm drain system and the DTSP includes mechanisms to address these deficiencies. Therefore, impacts to the local storm drain system are considered Class III, *less than significant*.**

The Specific Plan area is almost entirely developed, with relatively high density development. A high proportion of the Downtown area is already covered with impervious surfaces such as buildings and pavement. Consequently, for the most part, redevelopment/reuse projects within the Downtown would be expected to add little, if any, impervious surface area and would have a negligible impact upon the amount of surface runoff generated within the Specific Plan area.

Where infill of vacant parcels occurs, any incremental increase in localized runoff could be addressed on a case-by-case basis and individual developers would be required to implement solutions to address their project's impacts. As feasible, on-site solutions, such as detention facilities constructed under parking lots and/or use of impervious paving methods, could be employed to minimize runoff. Where on-site solutions are unavailable, individual developers may contribute to the funding of regional solutions, such as off-site detention basins and/or drainage facility capacity enhancement projects. The DTSP includes the following action to ensure that future developments incorporate appropriate storm drain designs to address their impacts.

Action 8.11 *Require all new development to preserve natural drainage features and vegetation to the maximum extent practical or to otherwise maintain pre-development site hydrology by using site design techniques that store, infiltrate, evaporate or detain runoff. All new development shall comply, at minimum, with current municipal National Pollutant Discharge Elimination System requirements for peak flow, stormwater quality and runoff volume.*

Implementation of applicable City and Watershed Protection District regulations on a case-by-case basis, in combination with the above action, would reduce the impacts of future development on the local storm drain system to a less than significant level.

As noted in the *Setting*, some of the storm drains in the Downtown area are undersized. In addition, deferred maintenance is a concern due to aging drainage facilities. Although new development accommodated under the DTSP generally would not increase demands on existing storm drains, existing system deficiencies need to be addressed in order to provide flood protection for existing and planned development in the area. To that end, the DTSP includes a range of specific actions intended to address potential impacts to the local storm drain system and to address existing system deficiencies. These are listed below.

Action 8.12 *Prepare a Master Drainage Plan to control runoff and improve stormwater quality. The Master Drainage Plan should coordinate stormwater quality requirements on a regional basis and establish a Downtown watershed resource inventory.*

Action 8.13 *Once the Master Drainage Plan is adopted, require engineered drainage plans for all new development consistent with the City's new Master Drainage Plan and applicable federal and state laws.*

Action 8.14 *Once the Master Drainage Plan is adopted, establish a fee developers may pay in lieu of on-site management of stormwater runoff. The fees should be used to fund regional stormwater projects within the same watershed.*

Implementation of these actions and the specific capital improvements included in the DTSP (and listed in Table 2-3 in Section 2.0, *Project Description*) would generally improve drainage and flooding conditions within the Downtown area. Planned storm drain improvements are listed in Table 4.5-9. The locations of planned storm drain improvements are shown on Figure 4.5-2. Because future development would have a negligible effect on surface runoff volumes and proposed DTSP actions would address existing storm drain system deficiencies, significant impacts to the area storm drain system are not anticipated.

The Specific Plan area is highly urbanized and lacking surface water features. As discussed in the *Setting*, discharge of pollutants from any point source is prohibited unless it is in compliance with an NPDES Permit issued by the Regional Water Quality Control Board. Future redevelopment projects within the Specific Plan area would not pose any unusual issues with respect to erosion or sedimentation and would not be expected to directly affect any surface water body. Therefore, implementation of standard NPDES requirements on new development within the Specific Plan area would reduce potential surface water quality impacts associated with future construction activity to a less than significant level.

Table 4.5-9 Planned Downtown Drainage Improvements

Project #	Project Location	Project Description	Priority #
Palm/Main, Chestnut/Main and EP Foster Library Storm Drain Improvements			
1	Palm/Main	Improvements at the Palm/Main Street Intersection will replace 200 feet of 24-inch CMAP, two inlets, and one outlet structure. Due to limited cover the storm drain may be replaced with RCAP or RCB.	1
	Chestnut/Main	Improvements at the Chestnut/Main Street Intersection will replace approximately 120 feet of 24-inch CMAP and installing a catch basin along the north side of Main Street, east of the intersection. Due to limited cover the storm drain may be replaced with RCAP or RCB. Street reconstruction may be necessary to prevent flooding of businesses at the northwest corner of the intersection.	
	EP Foster Library	A drainage study is needed to determine the improvements necessary to alleviate flooding at the EP Foster Library Alley entrance.	
Garden Street Storm Drain Improvements			
2	Garden Street South of Santa Clara Street	A drainage study is needed to determine improvements. Area behind Caltans office building property floods during moderate rainfall.	3

Table 4.5-9 Planned Downtown Drainage Improvements

Project #	Project Location	Project Description	Priority #
Thompson Boulevard at Ventura Avenue Storm Drain Improvements			
3	Thompson Blvd. at Ventura Ave.	Possible improvements include new drop inlets with increased capacity on Ventura Avenue and Thompson upstream of the intersection. A drainage study is needed to determine improvements.	3
San Jon Road at Harbor Boulevard Storm Drain Improvements			
4	San Jon Road and Prince Barranca	Improvements may require coordination with Ventura County Watershed Protection District. A drainage study is needed to determine improvements necessary to alleviate street flooding at San Jon Road and Harbor Boulevard during heavy storms. A stagnant lagoon forms on the beach at the discharge point when runoff is not sufficient to reach the ocean.	4
Harbor Boulevard at Vista Del Mar Drive Storm Drain Improvements			
5	Intersection of Harbor Boulevard and Vista Del Mar Drive	Improve drainage system by regrading existing swale from the north side of Harbor Boulevard to a vegetated area under Highway 101. This area may drain to Allesandro Lagoon. A preliminary design study is needed to determine the need for re-grading of the path of drainage on Vista Del Mar form the north side of Highway 101 to the drainage swales.	
Kalorama Drive at Church Street Storm Drain Improvements			
6	Kalorama Drive at Church Street	Project ID 62142 per CIP 03-08: Phase I, replace 200 LF of existing 48-inch CMP with 60-inch RCP. A concrete wingwall and protection barrier will be installed to protect side slopes and prevent debris from entering storm drain. A temporary repair was made to this structure following the 1998 storms. Phase II, replace approximately 1,000 LF of 48-inch (or larger) storm drain from Church Street to Main Street.	1
Wall Street Storm Drain Improvements			
7	Wall Street near Cedar	Upgrade storm drain system from the Ferro Drive and Poli Street intersection to Ventura Avenue. Improvements may include the installation of approximately 250 LF of 24-inch RCP and new drop inlets on Ferro Drive and Poli Street.	2
Buena Vista at Ash Street Storm Drain Improvements			
8	Buena Vista Street at Ash Street	Project ID 93750 per CIP 97-02: Part of cleaning program for unidentified storm drain projects. Includes replacing or lining existing corroded CMP. Improvements include the installation of a headwall and grate at the back of the residence on Buena Vista Street and the replacement of approximately 300 LF of 24-inch to 36-inch storm drain along side the adjacent house.	2
Buena Vista Street and Hemlock Street Storm Drain Improvements			
9	Buena Vista Street and Hemlock Streets	Divert mud and stormwater from street with improvements to the inlet design of the detention basin to the north. Reconstruct curb and gutter on south side of street to prevent flooding of private property. Install a drop inlet along the south side of the street with a connection to the storm drain in Buena Vista. Capacity of the existing storm drain in Buena Vista and Hemlock streets needs to be determined.	3
Beach Storm Drain Discharge			
10	California Street terminus at the beach	Project ID 66114 per CIP 03-08: Storm runoff from City streets and the 101 Freeway is collected into the storm drain system and discharged onto the beach below California Plaza. Ponding with accumulation of litter and urban pollutants occurs below the Promenade. The proposed project will construct a new junction structure for the storm drain and	2

Table 4.5-9 Planned Downtown Drainage Improvements

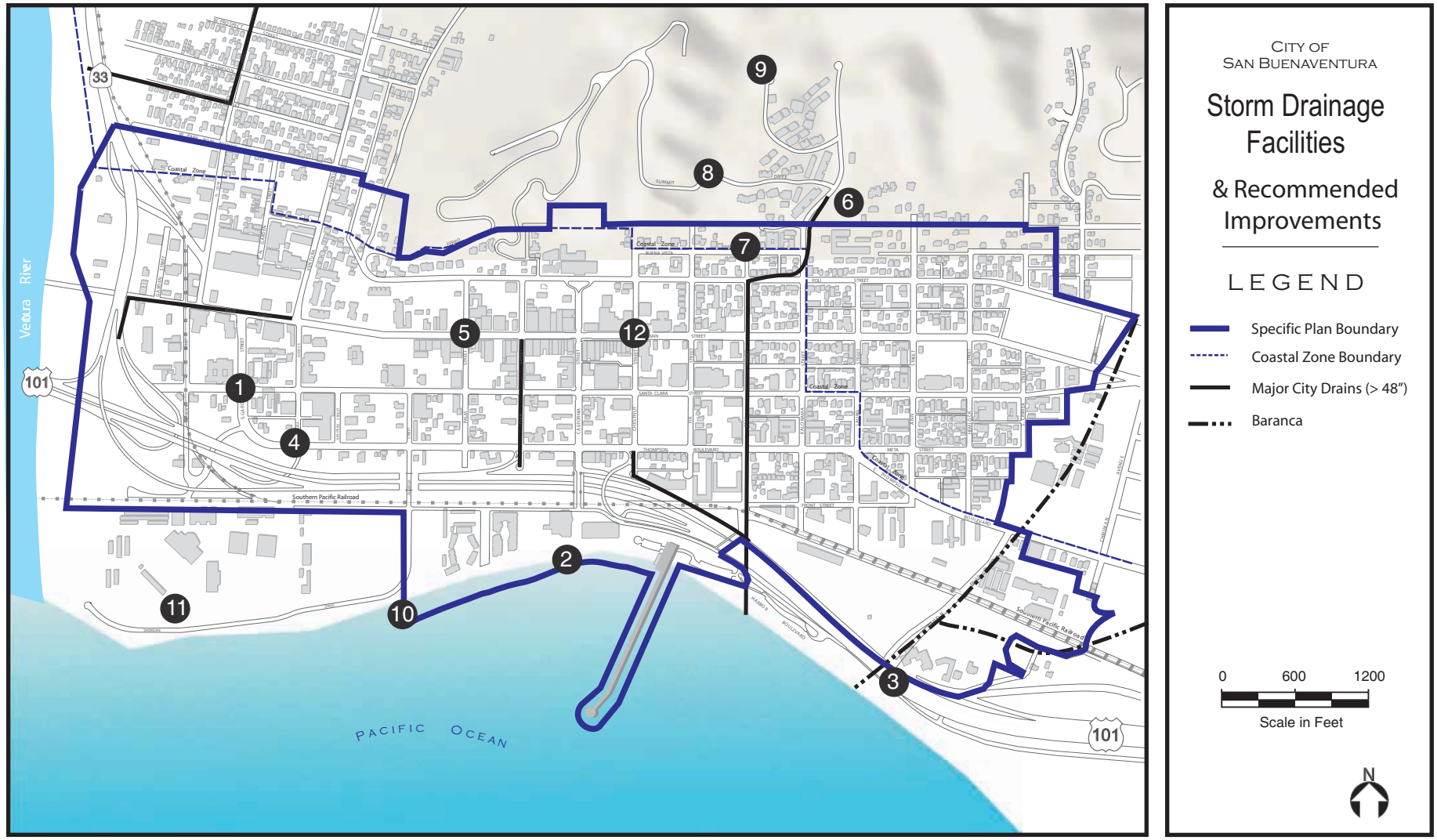
Project #	Project Location	Project Description	Priority #
		install a clarifier to capture pollutants before they reach the beach. Low flows may be drained to the existing sanitary sewer system.	
Surfers Point Storm Drain Improvements			
11	Surfers Point/Gate 4-Seaside Park	This project will improve the storm drain outlet with a non-clogging outfall. The storm drain from Seaside Park was designed to discharge to an outlet adjacent to Gate 4. Stormwater and nuisance water from this drainage area may be minimal. A preliminary study may be necessary to determine possible improvements at this location to alleviate flooding in the parking lot at Gate 4 and flooding on Harbor at the west end adjacent to the SP railroad tracks.	3
Figueroa Street at Shoreline Drive Storm Drain Improvements			
12	Figueroa Street at Shoreline Drive	This project includes the design and construction of a nearshore ocean outfall that will withstand ocean forces, tidal action and sand inundation. The design of the outfall should incorporate measures that decrease maintenance and increase public safety. Improvements may include trash removal and a sump pump-out featured at a point upstream of the outfall (near existing manhole) and an upgrade to the debris rack. An enclosure around the mouth of the outlet may help increase public safety and limit entrance of wind-blown sand and debris. This location may need a preliminary study to determine recommendations for an ocean outfall. Environmental permitting issues may be critical.	3

Source: City of San Buenaventura Public Works Department Engineering Division. Master Drainage Needs Assessment Study, September 2003.

As discussed in the *Setting*, the Ventura County SQUIMP applies to the operational runoff and requires new developments and redevelopment projects to implement various BMPs to minimize the amount of pollutants entering surface waters. All projects that fall into one of eight categories are identified in the Ventura Countywide Municipal Permit as requiring SQUIMPs. These categories include: (1) single family hillside residences; (2) 100,000 square foot commercial developments; (3) automotive repair shops; (4) retail gasoline outlets; (5) restaurants; (6) home subdivisions with 10 or more housing units; (7) location within or directly adjacent to or discharging directly to an environmentally sensitive area; and (8) parking lots with 5,000 square foot or more impervious parking or access surfaces with 25 or more parking spaces and potentially exposed to stormwater runoff.

Future developments with the Specific Plan area that fall into any of these categories would be subject to SQUIMP requirements for implementing stormwater BMPs. Per the SQUIMP, structural or treatment control BMPs must meet the following design standards:

- *Volume based post-construction structural or treatment control BMPs shall be designed to mitigate (infiltrate or treat) storm water runoff from the volume of annual runoff to achieve 80% volume capture (Ventura County Land Development Guidelines); or*
- *Flow-based post-construction structural or treatment control BMPs shall be sized to handle the flow generated from 10% of the 50-year design flow rate.*



1. Garden Street/Santa Clara Street Storm Drain Improvements
2. Surfers Point Beach Water Quality Improvements (California Street Storm Drain)
3. Sanjon Road Pump Station Improvements
4. Thompson Boulevard/Ventura Avenue Storm Drain Improvements
5. Palm Street/Santa Clara Street Storm Drain Improvements
6. Kalorama Street/Church Street Storm Drain Improvements
7. Buena Vista/Ash Street Storm Drain Improvements
8. Summit Drive Storm Drain Improvements
9. Tioga Drive Slope Repair
10. Surfers Point Beach Water Quality Improvements (Figueroa Street Storm Drain)
11. Shoreline Drive Storm Drain Improvements
12. Chestnut Street/Main Street Storm Drain Improvements

Source: City of San Buenaventura, June 2006

Recommended Storm Drain Improvements

Figure 4.5-2

City of Ventura

As noted above, the Specific Plan area is highly urbanized and does not include surface water bodies. Therefore, the types of redevelopment projects anticipated under the DTSP generally would have little impact upon surface water quality and implementation of standard SQUIMP requirements on future development and redevelopment projects within the Specific Plan area would reduce surface water quality impacts to a less than significant level. Replacement of older developments with new development that includes storm drain systems built to current standards may actually improve the quality of surface runoff in the long-term.

Potentially adverse secondary effects could occur if improvements were to adversely affect intact significant archaeological resources. As discussed under impact U-2, the potential for adverse effects has been mitigated to a level of insignificance through incorporation of mitigation measure CR-1(a-b). No additional mitigation is required.

Mitigation Measures. Implementation of DTSP actions and standards requirements of the NPDES General Construction Permit and Ventura County SQUIMP would reduce impacts to the local storm drain system to a less than significant level; therefore, mitigation is not required. Drainage systems that need to be upgraded are located underneath existing streets; therefore, line replacement would not be expected to disturb important biological resources. However, as discussed in Section 4.2 *Cultural Resources*, Impact CR-1, there is potential to disturb archaeological resources. However, mitigation has been included (CR-1(a-b)) that would require monitoring of excavation activities by a qualified archaeologist and Native American monitor. Therefore, this potentially adverse secondary impact has been mitigated to a level that is less than significant. Storm drainage improvements may involve temporary traffic disruption as well as temporary noise and air quality impacts. However, such impacts could be reduced to a less than significant level through implementation of standard traffic, noise, and dust controls.

Significance After Mitigation. Storm drain impacts would be less than significant without additional mitigation.

Impact U-4 **Solid Waste**	**Development accommodated under the DTSP would not generate solid waste exceeding the capacity of local landfills. Therefore, the proposed project's impact is considered Class III, *less than significant*.**

Table 4.5-10 shows the estimated increase in solid waste generation anticipated with development anticipated under the DTSP. As indicated, daily citywide solid waste generation is projected to increase by about 39 tons per day as a result of growth anticipated within the Specific Plan area. Assuming that the current 65% diversion rate is maintained, 35% of this total (about 14 tons per day) would be sent to area landfills. This is within the 350-ton combined currently available capacity at the Toland Road and Simi Valley Landfills (100 tons at Toland Road and 250 tons at Simi Valley). The Simi Valley Landfill is currently projected to close by 2022. Although this would reduce available capacity to 100 tons per day, the projected 14-ton increase associated with growth within the Specific Plan area would remain well within the currently available capacity. Therefore, project impacts are not considered significant.

Table 4.5-10
Current and Projected Solid Waste Generation (tons per day)

Current Citywide			DTSP Increase [c]			Total (Current Citywide + DTSP)		
Tons Generated Per Day [a]	Tons Diverted from Landfills [b]	Tons Sent to Landfills [c]	Tons Generated Per Day [b]	Tons Diverted from Landfills [c]	Tons Sent to Landfills [c]	Tons Generated Per Day	Tons Diverted from Landfills	Tons Sent to Landfills
1,019	662	357	39	25	14	1,058	687	371

[a] Based on the current per capita rate of 0.0096 tons/person/day applied to the current (2005) population of 105,812 (see Table 3-1 in Section 3.0, Environmental Setting).
[b] Assumes the City's current diversion rate of 65%.
[c] Based on a projected Specific Plan area population increase of 4,112 (1,600 units x 2.57 persons/unit).

Mitigation Measures. The DTSP's impacts to solid waste disposal facilities would not be significant; therefore, mitigation is not required. Specific Plan area developers would participate in current and planned City recycling and waste diversion programs.

Significance After Mitigation. Project impacts would be less than significant without mitigation.

c. Cumulative Impacts.

Water. As indicated in the 2005 General Plan Final EIR (Section 4.13), growth accommodated under the 2005 General Plan (including that within the DTSP area as proposed herein) would generate a net increase in citywide water demand estimated at 4,528 AFY. When added to the estimated current water production of 21,500 AFY, this results in overall citywide demand of approximately 26,028 AFY in 2025.

This is lower than the long-term projected supply of 28,262 AFY from the City's 2004 Biennial Water Supply Report and the City's 2000 Urban Water Management Plan projected demand of 29,900 AFY for the year 2020 (five years earlier). Therefore, cumulative water supply impacts are not considered significant.

Wastewater. As indicated in the 2005 General Plan Final EIR (Section 4.13), the additional wastewater flow to the VWRF through 2025 due to anticipated citywide growth (including that within the DTSP area) is estimated at 2.88 MGD. The current flow at the Ventura Wastewater Reclamation Plant averages just under 9.0 MGD and the rated capacity is 14 MGD, leaving capacity for an additional 5.0 MGD before expansion would be required. Thus, an adequate buffer is available for the projected citywide flow increase and cumulative wastewater system impacts are not considered significant.

Storm Drains. Cumulative citywide growth would incrementally increase surface water runoff and associated impacts to surface water quality. However, as indicated in the 2005

General Plan Final EIR (Section 4.8), implementation of 2005 General Plan policies and actions (including the additional actions recommended in the Final EIR) on a case-by-case basis for individual development projects would reduce impacts to the local storm drain system to below a level of significance. Implementation of current regulatory requirements under the National Pollutant Discharge Elimination System (NPDES) and Ventura County SQUIMP on redevelopment projects within the City would be expected to generally improve surface water runoff quality. Planned storm drain system improvements, including those planned for the Downtown, would generally reduce localized flooding problems throughout the City. Thus, significant cumulative impacts to the area storm drain system are not anticipated.

Solid Waste. As discussed in the 2005 General Plan Final EIR, daily citywide solid waste generation is projected to increase by about 215 tons per day by 2025. Based on the current 65% diversion rate, 35% of this total, about 75 tons per day, would be sent to area landfills. This is within the 350-ton combined currently available capacity at the Toland Road and Simi Valley Landfills (100 tons at Toland Road and 250 tons at Simi Valley). Adequate landfill capacity could potentially be available for the next 15-17 years. However, the Simi Valley Landfill is a less desirable alternative to Toland Road because of its long distance from Ventura. In addition, that landfill is currently projected to close by 2022. This would reduce available capacity to 100 tons per day. Though the projected 75-ton increase for the City is within this amount, the cumulative increase in solid waste sent by Ventura and other cities in the region is anticipated to exceed 100 tons given that waste generated in Ventura makes up only about 25-30% of the total waste currently going to Toland Road Landfill. In addition, the Toland Road Landfill is projected to close by 2027. Consequently, a new or expanded solid waste disposal facility is expected to be needed over the next 20 years to accommodate waste generated in Ventura.

As discussed under Impact U-4, net solid waste generation associated with growth under the DTSP (after waste diversion) is estimated at 14 tons per day. This represents about 19% of the projected citywide increase and about 14% of the available capacity at the Toland Road Landfill. Assuming that the City would continue to generate about 25% of the waste sent to the landfill, the City could send about another 25 tons on a daily basis without exceeding the landfill capacity. Although the 14 ton-estimate for the DTSP is within the available capacity, the DTSP's contribution (19%) to this significant cumulative impact is considered significant. Cumulative impacts relating to solid waste disposal are therefore considered **Class I, *Unavoidably Significant*.**

5.0 OTHER CEQA-REQUIRED DISCUSSIONS

This section discusses other issues for which CEQA requires analysis in addition to the specific issue areas discussed in Section 4.0, *Environmental Impact Analysis*. These additional issues include: (1) the potential to induce growth; and (2) significant and irreversible impacts on the environment.

5.1 GROWTH INDUCING EFFECTS

Section 15126.2(d) of the *CEQA Guidelines* requires that EIRs discuss the potential for projects to induce population or economic growth, either directly or indirectly. CEQA also requires a discussion of ways in which a project may remove obstacles to growth.

As discussed in Section 2.0, *Project Description*, it is anticipated the DTSP would accommodate about 1,600 new residences through 2025. Based upon an average of 2.57 persons per unit, this would generate a population increase estimated at 4,112. Such growth is within that anticipated for Ventura under SCAG's Regional Transportation Plan (RTP) and the Ventura County APCD's Air Quality Management Plan (AQMP). However, as noted in the 2005 General Plan EIR, citywide growth under the adopted scenario (Scenario 1) would add about 8,300 residential units and an estimated 21,000 new residents. This would bring the City's population to about 126,000. Such growth represents an approximately 20% increase in population over the 20-year timeframe of the 2005 General Plan and exceeds the forecasts upon which the RTP and the AQMP are based. The exceedance of these forecasts is largely because the SCAG and APCD forecasts have not been updated to reflect the 2005 General Plan. In addition, it is not expected that the level of population growth projected for the City would hinder attainment of state or federal air quality standards. Nevertheless, the exceedance of regional growth forecasts associated with citywide buildout is identified as an unavoidably significant cumulative impact of growth under the 2005 General Plan. Growth within the Downtown area would incrementally contribute to this exceedance.

The DTSP includes a range of policies and actions intended to attract businesses to the City and the Downtown specifically. As discussed in Section 3.0, job growth in the Downtown through 2025 is projected at about 1,500 jobs, which represents growth of about 26.6% over the current level of employment in the City. SCAG forecasts an increase of 10,521 jobs citywide through 2025. Therefore, projected job growth with the Specific Plan area is well within within SCAG forecasts. The economic growth that could be accommodated under the DTSP would have economic benefits in terms of jobs and City tax revenues. It would also contribute to various environmental effects, including increased traffic, noise, and air pollution; however, as discussed throughout Section 4.0, *Environmental Impact Analysis*, and in the Initial Study in Appendix A, such impacts either would be less than significant or could be reduced to below a level of significance with recommended mitigation measures.

It is the specific purpose of the DTSP to accommodate the orderly development of the Downtown area. Consequently, the DTSP would, by its nature, reduce the potential for uncontrolled growth within the Specific Plan area and associated environmental impacts. The DTSP is specifically intended to implement the 2005 General Plan goal of focusing future development in already urbanized portions of the Ventura Planning Area. Specific Plan implementation would result in an overall intensification of land use within the Downtown area, with the potential for compatibility

conflicts relating to such issues as traffic, aesthetics, and noise. However, as noted in Section 4.0 and the Initial Study, implementation of 2005 General Plan and DTSP policies and actions as well as incorporation of appropriate design techniques on future developments would minimize the potential for conflicts. In addition, by focusing on the intensification and reuse of already urbanized areas of the community, it is anticipated that implementation of any of the DTSP would reduce the potential for growth pressure in undeveloped "greenfield" areas at the periphery of the community. This would be expected to generally reduce the potential for impacts relating to such issues as biological resources, regional traffic, and air quality as compared to continued low density development on agricultural or open space lands.

Water, sewer, and storm drain infrastructure upgrades would be needed to serve new development, as discussed in Section 4.5, Utilities and Service Systems). Such upgrades would accommodate growth within the Specific Plan area. However, as noted above, it is the City's specific intent to focus future development in already urbanized areas such as the Downtown in order to make use of existing infrastructure to the maximum extent feasible. The needed infrastructure upgrades would not open up currently undeveloped lands to possible future development.

5.2 IRREVERSIBLE ENVIRONMENTAL EFFECTS

The CEQA *Guidelines* require that EIRs evaluating projects involving amendments to public plans, ordinances, or policies contain a discussion of significant irreversible environmental changes. CEQA also requires decision makers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed development.

Construction activity that would be accommodated under the DTSP would involve the use of building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development and are not unique to the City of Ventura or the DTSP. Similarly, the addition of new residential and non-residential development in the Downtown would irreversibly increase local demand for non-renewable energy resources such as petroleum and natural gas. Increasingly efficient building fixtures and automobile engines, as well as implementation of policies included in the DTSP, are expected to offset the demand to some degree. Growth accommodated under the DTSP would not be expected to significantly affect local or regional energy supplies.

Growth accommodated under the DTSP would require an irreversible commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. Impacts to public services and utilities generally can be reduced to a less than significant level with implementation of DTSP policies and actions. However, solid waste disposal facilities that currently serve the City may not be adequate to meet the cumulative demands created by growth throughout the Ventura County region. Because no plan is currently in place to accommodate the possible cumulative growth in regional solid waste generation, cumulative solid waste impacts are considered unavoidably significant.

As discussed in Section 4.1, *Air Quality*, the continued collection of air quality mitigation fees in

addition to transportation demand management (TDM) fees on new development for implementation of regional air pollution programs could reduce the air pollutant emissions associated with individual future development projects to below significance thresholds. In addition, the projected population growth within the Specific Plan area would not exceed SCAG or Ventura County APCD forecasts. However, because the projected citywide population increase through 2025 exceeds SCAG and Ventura County APCD forecasts, cumulative air quality impacts are considered significant.

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6.0 ALTERNATIVES

As required by Section 15126.6 of the State *CEQA Guidelines,* this EIR examines a range of alternatives to the proposed DTSP. Included in this analysis are the CEQA-required "no project" alternative (no new development and no update to the DTSP), one alternative that addresses a reduced residential component, and one alternative that considers a higher population growth rate.

- *No Project (no new development)*
- *No Project (no update to the DTSP)*
- *Reduced Residential Growth*
- *Increased Residential Growth*
- *Increased Non-Residential Growth*

As required by CEQA, this section also includes a discussion of the "environmentally superior alternative" among those studied.

6.1 NO PROJECT (No New Development)

6.1.1 Description

Under this alternative, no new development would occur Downtown and the Specific Plan area would remain in its current condition. This alternative essentially amounts to a moratorium on development with the Specific Plan area. In reality, this alternative is not feasible since current land use designations under the adopted DTSP would allow for new development. Moreover, this alternative would not implement the City's objectives for the Downtown.

6.1.2 Impact Analysis

Air Quality

No construction activity or increase in air pollutant emissions would occur under this alternative. As such, both temporary construction impacts and long-term impacts to regional air quality would be lower. Because no population growth would occur, the significant cumulative impact relating to exceedance of Ventura County APCD population forecasts would not occur. On the other hand, failure to accommodate new housing development in the Downtown may increase pressure for lower density development at the periphery of the community. In the long term, such development would likely increase overall regional emissions as compared to the compact, mixed use development accommodated under the DTSP.

Cultural Resources

Under this alternative, no construction activity, and thus no impact to cultural resources, would occur. The potential for impacts would be lower than under the proposed project, though the

policies and actions included in the DTSP, along with recommended mitigation measures, would reduce project impacts to below a level of significance.

Transportation and Circulation

No increase in traffic would occur under this alternative. Therefore, impacts would be lower than under the proposed project. However, all study area intersections are also forecast to operate at acceptable service levels under the proposed DTSP. The planned improvements to the area transportation system, including the enhancements to several Downtown streets and the relocation of the California Street offramp, would not occur under this alternative.

Utilities and Service Systems

The existing Downtown infrastructure is inadequate or in need of repair with respect to stormwater, water and sewer system conveyance. This alternative would not increase demands on these utilities, but offers no mechanism for addressing existing deficiencies. The proposed update to the DTSP includes Action 8.17, which requires demonstration of adequate service facilities prior to development or occupancy, and identifies a number of capital improvements that would improve infrastructure service within the Specific Plan area. Overall, this alternative would have less benefit than the proposed project with respect to infrastructure.

Land Use and Planning

This alternative would not conflict with any Coastal Act policies, but would not implement either the regional policies of SCAG or the City goals for the Downtown as outlined in the 2005 General Plan. Specifically, the goals relating to encouraging infill development, compact communities, and mixed uses would not be fulfilled. By contrast, the proposed DTSP would generally be consistent with the land use plans and policies of the Coastal Act and SCAG and would implement many of the goals of the 2005 General Plan. Thus, this alternative would be inferior to the DTSP with respect to land use and planning.

6.2 NO PROJECT (No Update to the 1993 DTSP)

6.2.1 Description

This version of the "no project" alternative is assumed to be growth accommodated through 2025 under the existing DTSP. Thus, development and redevelopment would continue to occur, per the guidelines of the 1993 DTSP.

Based on recent observed growth rates, as reported in the 2005 General Plan EIR, it is presumed that the 1993 DTSP would accommodate a level of growth and development through 2025 that is comparable to that proposed in the 2006 DTSP update. The difference between development under the existing 1993 DTSP and the proposed update to the DTSP, would be that development within the DTSP area would lack many of the tools to guide development toward the updated vision of the 2005 General Plan. These tools include the new Development Code that guides architectural vision, catalytic projects (Multi-Modal Transit Center, Mission Park

Cultural Arts Cluster, Beach Connections, Beach Front Promenade, and California Street Offramp Relocation), and the Downtown Parking Management Program (DPMP).

Without the proposed update to the DTSP, the following 1993 DTSP Goals would prevail:

1. *Downtown shall be restored and revitalized as the social and symbolic "Heart of the City."*
2. *The image and visibility of the Downtown shall be enhanced, creating a distinctive identity built on the best of what is already there.*
3. *The Downtown Core shall be revitalized as the City's central business district offering a prominent address for a variety of commercial ventures.*
4. *Main Street and California Street shall be revitalized as the central shopping streets of the Downtown Core.*
5. *Downtown shall be reconnected to the waterfront, reestablishing the critical link between Main Street and the oceanfront Promenade.*
6. *Residential development shall be encouraged to support the creation of a Downtown Core that is active throughout the day and evening, and to support the local-serving character of the Downtown Core.*
7. *The forces of disinvestment operating in the East side Neighborhood shall be reversed, and the historic character of the neighborhood shall be restored.*
8. *The long-term pattern of Downtown development shall be shaped to accommodate and provide public transit, generate fewer and shorter commute trips, and increase the quality of life for the community and the region.*

6.2.2 Impact Analysis

Air Quality

Long-term operational air quality impacts would be generally similar to those of the proposed Specific Plan update. However, fee payment to the TDM fund would be assessed by the current method, which would likely result in fee payment only by the largest developers, rather than assessed incrementally to account for individual small developments. In addition, because of the absence of the Downtown Parking Management Program(DPMP) and the Multi-Modal Transit Center included in the proposed update to the DTSP, this alternative would not be expected to provide the anticipated reduction in VMT. Overall impacts associated with this alternative could be mitigated to below a level of significance, but would be greater than under the proposed DTSP.

Cultural Resources

Continued development under the existing 1993 DTSP would not afford the additional protection offered in the proposed update with respect to archaeological and historic resources. The proposed update offers Policy 1A, which directs the City to enhance, preserve and celebrate the Downtown's historic and prehistoric resources. Proposed Actions 1.1-1.10 of this update serve to achieve the goal expressed in Policy 1A. In the absence of these actions, existing

historic and prehistoric resource protection standards would prevail. Overall, impacts would be about the same as under the proposed DTSP, though the 1993 DTSP includes less emphasis on preservation and enhancement of area resources.

Transportation and Circulation

Overall traffic increases and patterns would be similar to those associated with development under the 1993 DTSP. However, the absence of parking reform and the Multi-Modal Transit Center might result in greater general vehicular use within the Specific Plan area. Nevertheless, no substantial decreases in LOS would be anticipated if this alternative were implemented and impacts would be about the same as under the proposed DTSP.

Utilities and Service Systems

Existing Downtown stormwater, water, and sewer infrastructure is inadequate or in need of repair. The proposed update to the DTSP includes Action 8.17, which requires demonstration of adequate service facilities prior to development or occupancy, thus self-mitigating deficiencies. Implementation of the no project alternative would not include this action. Thus, although existing system deficiencies could potentially be addressed, this alternative provides no specific mechanism for funding and implementation of needed infrastructure improvements. Overall, this alternative would have less benefit than the proposed project with respect to infrastructure.

Land Use and Planning

The proposed update to the DTSP has been designed to implement actions advancing the goals of the 2005 General Plan. The current DTSP would generally be consistent with the land use plans and policies of the Coastal Commission and SCAG and would implement many of the goals of the 2005 General Plan. However, because it does not reflect the specific policy decisions adopted as part of the 2005 General Plan, this alternative would not contribute as effectively to achieving City goals for the Downtown. Thus, this alternative would be inferior to the DTSP with respect to land use and planning.

6.3 REDUCED RESIDENTIAL GROWTH

6.3.1 Description

This alternative envisions reducing residential growth in the Downtown by 2,508 persons in order to remain within the SCAG citywide population projection of 123,645 for the year 2025. Based on the current average of 2.57 persons per dwelling unit (California Department of Finance, 2004), a net reduction of 976 residential units would be required, thus reducing the amount of residential development within the Specific Plan area to 624 units (1,600 under the DTSP minus 976). The net increase of 150,000 square feet of hotel space, 200,000 square feet of office space, and 150,000 square feet of retail space would still occur under this alternative.

6.3.2 Impact Analysis

Air Quality

Overall air quality emissions would be lower under this alternative. The sum of area and operational emissions for this alternative would be approximately 50% lower than those associated with the proposed update to the DTSP. Because the projected citywide population growth that could occur if this alternative were implemented would be within SCAG and Ventura County APCD citywide forecasts,[4] citywide growth would be consistent with the Ventura County AQMP. Therefore, the unavoidably significant cumulative impact relating to the potential inconsistency with the AQMP could be avoided under this alternative. As discussed in Section 4.1, the potential exceedance of regional population forecasts will be addressed when SCAG and the Ventura County APCD update their plans to reflect the City's current growth projections.

Cultural Resources

Although the net increase in residential development would be less than that of the proposed project, it is presumed that redevelopment of existing residential uses would still occur as the Specific Plan area improvements are implemented even if no net residential increase occurs. All of the DTSP policies and actions would apply and would address potential impacts. Therefore, under this alternative, the effects to cultural resources would be about the same as those under the proposed project.

Transportation and Circulation

Overall traffic increases would be about 40% lower than under the proposed DTSP. Overall impacts to the area circulation system would therefore be lower and service levels would remain acceptable at all study area intersections. However, development allowed under the DTSP would not result in significant impacts as LOS would remain above C at study area intersections. It should also be noted that the reduction in residential development accommodated under this alternative would be less conducive than the proposed DTSP to creating the vibrant, mixed use neighborhood where use of the drive-alone automobile is deemphasized.

Utilities and Service Systems

The overall increase in water demand would be approximately 315 AFY, which is approximately 32% less than the proposed DTSP. The net increase in wastewater generation would be about 0.260 MGD, or 45% less than that associated with the proposed DTSP. The increase in solid waste generation would be about 15tons per day, or about 60% less than the increase associated with the proposed DTSP. Thus, the impacts of the reduced residential scenario would be less than those of the proposed project. However, the water demand, wastewater generation, and solid waste generation were determined to have less than significant project impacts with respect to these public services. The cumulative impact to solid

[4] *This assumes that housing and population growth elsewhere in the City would be identical to that assumed in the 2005 General Plan EIR.*

waste disposal facilities would be incrementally lower under this alternative, but would still be unavoidably significant.

Land Use and Planning

Like the proposed project, this alternative would generally be consistent with most regional land use plans and policies. However, one primary focus of the 2005 General Plan and DTSP is to maximize development within the already developed areas. As such, limitations on residential development within the Specific Plan area could exacerbate pressure to develop outlying areas with residential uses and reduce residential foot traffic within the Specific Plan area. The following policies are discussed in Section 4.3, *Land Use and Planning*, as promoting a mix of residential and commercial uses within the DTSP area.

- ***Policy 1B:*** *Increase the area of open space protected from development impacts.*
- ***Policy 1C:*** *Improve protection for native plants and animals.*
- ***Policy 3A:*** *Sustain and complement cherished community characteristics.*
- ***Policy 3C:*** *Maximize use of land in the city before considering expansion.*
- ***Policy 3D:*** *Continue to preserve agricultural and other open space lands within the City's Planning Area.*
- ***Policy 4B:*** *Help reduce dependence on the automobile.*

Restriction of residential development within the Specific Plan area would not necessarily be inconsistent with these policies, but would reduce the potential to implement the policies. Therefore, this alternative is inferior to the proposed DTSP with respect to land use and planning.

6.4 INCREASED POPULATION/HOUSING GROWTH

6.4.1 Description

This alternative considers a higher population growth rate and more housing development within the Downtown than is contemplated for the proposed project. Specifically, this alternative considers a 30% increase in housing development within the Downtown as compared to the proposed DTSP. This would amount to 480 units in addition to the 1,600 considered for the proposed project, or a total of 2,080 new units. The 30% increase would be consistent with the higher citywide growth rate used in the 2005 General Plan EIR, which considered a 0.88% average annual growth rate for Scenario 1 (the selected scenario) and a 1.14% average annual growth rate for all other scenarios. The 1.14% average annual rate is 30% higher than the selected 0.88% average rate. Based on the current citywide average of 2.57 persons per household, the 480 additional units would house an estimated 1,234 additional residents.

6.4.2 Impact Analysis

Air Quality

The overall increase in air pollutant emissions associated with this alternative would be higher than what would occur under the proposed project. Based on URBEMIS modeling, the increase in air pollutant emissions would be about 20% higher than what would occur with the development anticipated under the proposed project. This alternative would have the same unavoidably significant cumulative impact due to exceedance of the citywide population forecast contained in the AQMP.

Cultural Resources

This alternative's impacts to cultural resources would be similar to those of the proposed project. Implementation of proposed DTSP policies and actions and recommended project mitigation would reduce cultural resource impacts to a less than significant level.

Transportation and Circulation

Overall traffic increases would be greater than those associated with any of the alternatives or the proposed project. Overall, traffic generation would be about 16% higher than under the proposed DTSP. Because all intersection levels of service would remain at C or better with anticipated development under the proposed DTSP, service levels would be expected to remain at D or better at all study area intersections even with this increase in traffic. Therefore, although impacts would be greater than under the proposed project, significant impacts to roadway operations would not occur. All of the streetscape enhancements and parking improvements accommodated under the proposed DTSP would also occur under this alternative.

Utilities and Service Systems

The overall increase in water demand would be about 240 AFY under this alternative, or about 23% higher than under the proposed DTSP. The net increase in wastewater generation would be about 0.103 MGD, or approximately 30% higher than the demand projected to occur under the proposed project. The net increase in solid waste generation would be 12 tons per day, or about 30% higher than the increase associated under the proposed project. Although these effects are greater than those projected to occur under the proposed project, the increased demand associated with Downtown development would not exceed the existing water supply or capacity of the wastewater treatment or solid waste facilities. Impacts to the area storm drain system would be similar to those of the proposed DTSP. The cumulative impact to solid waste disposal facilities would be incrementally lower under this alternative, but would still be unavoidably significant.

Land Use and Planning

Like the proposed project, this alternative would generally be consistent with most regional land use plans and policies. The increased level of residential development within the

Downtown would exceed the estimates contained in the 2005 General Plan, but would not conflict with any Coastal Act or SCAG policies, nor would it conflict with the policies or actions of the 2005 General Plan. Overall, this alternative's impact with respect to land use and planning would be about the same as that of the proposed project.

6.5 INCREASED NON-RESIDENTIAL GROWTH

6.5.1 Description

This alternative considers reduced residential growth (624 residential units, same as Alternative 3) along with increased office use of 400,000 square feet, 200,000 square feet of retail and 150,000 square feet of hotel. This alternative envisions reducing residential growth in the Downtown by 2,508 persons in order to remain within the SCAG citywide population projection of 123,645 for the year 2025. Thus, the unavoidably significant cumulative impact associated with exceedance of the AQMP/SCAG population forecast would be reduced to Class III, less than significant.

6.5.2 Impact Analysis

Air Quality

This alternative would have decreased area source emission as compared with the proposed project. The area source emissions come from the use of natural gas, landscaping equipment, hearth fuels etc. The reduction is consistent with what would be anticipated based on the reduced residential component. In addition, this alternative would have decreased operational emissions associated with trip generation. The overall air pollutant emissions associated with this alternative would be lower than what would occur under the proposed project. Based on URBEMIS modeling, the air pollutant emissions would be about 40% lower than what would occur with the development anticipated under the proposed project. In addition, this alternative would not have the same unavoidably significant cumulative impact due to exceedance of the citywide population forecast contained in the AQMP.

Cultural Resources

This alternative's impacts to cultural resources would be similar to those of the proposed project. Implementation of proposed DTSP policies and actions and recommended project mitigation would reduce cultural resource impacts to a less than significant level.

Transportation and Circulation

Overall traffic increases would be lower than those of the proposed project, primarily due to decreased residential components. Overall, traffic generation would be about 10% lower than under the proposed DTSP. All of the streetscape enhancements and parking improvements accommodated under the proposed DTSP would also occur under this alternative.

Utilities and Service Systems

The overall increase in water demand would be about 314.5 AFY under this alternative, or about 60% lower than under the proposed DTSP. The overall increase in wastewater generation would be about 0.134 MGD, or approximately 60% lower than the demand projected to occur under the proposed project. The overall increase in solid waste generation would be 15 tons per day, or about 60% lower than the increase associated under the proposed project. Although these effects are lower than those projected to occur under the proposed project, the increased demand associated with Downtown development would not exceed the existing water supply or capacity of the wastewater treatment or solid waste facilities. Impacts to the area storm drain system would be similar to those of the proposed DTSP. The cumulative impact to solid waste disposal facilities would be incrementally lower under this alternative, but would still be unavoidably significant.

Land Use and Planning

Like the proposed project, this alternative would generally be consistent with most regional land use plans and policies. The increased level of commercial and office development within the Downtown could be considered consistent with the estimates contained in the 2005 General Plan, but may throw off the jobs to housing balance and cause conflicts with respect to the vision for downtown as a place where people live and play as well as work. However, this alternative would not conflict with any Coastal Act or SCAG policies, nor would it conflict with the policies or actions of the 2005 General Plan. Overall, this alternative's impact with respect to land use and planning would be slightly greater than that of the proposed project due to a job and commercial rich downtown that could be deficient with respect to housing supply. In addition, it would tend to decrease the efficiency of the overall strategy to reduce dependence on single automobile travel through development of a balance of jobs and housing in the DTSP area. The job and commercial rich environment surrounded on the periphery by existing residential is more characteristic of the East Ventura community and not consistent with the vision proposed in this DTSP or in the 2005 General Plan.

6.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As required by CEQA, this section discusses the environmentally superior alternative. The advantages and disadvantages of the various alternatives as compared to the proposed DTSP are summarized below.

- The **No Project (no new development)** alternative is frequently considered the superior alternative because it involves no changes to the existing environment. This alternative would have incrementally lower impacts in such issue areas as traffic and noise, but would not address existing infrastructure deficiencies in the Downtown or would be inconsistent with policies of the 2005 General Plan.
- Under the **No Project (no updated to the DTSP)** alternative, development would continue according to the 1993 DTSP. It would implement certain City policies, but not as effectively as the proposed DTSP. In addition, the

existing DTSP does not address current infrastructure deficiencies as effectively as the proposed DTSP.

- The **Reduced Residential Growth** alternative would incrementally reduce traffic and future demand for utilities and services. It would also eliminate the unavoidably significant cumulative impact of the proposed project relating to exceedance of growth projections contained in the Ventura County AQMP and SCAG RTP. On the other hand, this alternative would be less effective in creating the compact, mixed use community envisioned for the Downtown under the 2005 General Plan.
- The **Increased Population/Housing Growth** alternative would implement 2005 General Plan goals for the Downtown, but would have greater air quality, transportation, and public utilities impacts than the proposed DTSP.
- The **Increased Non-Residential Growth** alternative would have reduced air quality impacts and approximately 10% fewer trips associated with its development. In addition this alternative would eliminate the unavoidably significant cumulative impact of the proposed project relating to exceedance of growth projections contained in the Ventura County AQMP and SCAG RTP. On the other hand, this alternative would be less effective in creating the compact, mixed use community envisioned for the Downtown under the 2005 General Plan.

The No Project (no new development) alternative could be considered environmentally superior since it would have no impact. However, it would not meet the 2005 General Plan objectives for the Downtown or address existing infrastructure deficiencies. Among the remaining alternatives, either the Reduced Residential Growth, Increased Non-Residential Growth alternatives or the proposed DTSP could be considered environmentally superior. The Reduced Residential Growth and Increased Non-Residential Growth alternatives would incrementally reduce impacts as compared to the proposed DTSP in such issue areas as traffic and air quality. On the other hand, the proposed DTSP would better implement the 2005 General Plan goals relating to the creation of a vibrant, mixed use community in the Downtown and would reduce pressure for lower density residential development at the periphery of the community by providing more housing within the Downtown.

7.0 REFERENCES AND REPORT PREPARERS

7.1 REFERENCES

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7.2 DTSP PREPARERS

City of Ventura
Crawford Multari & Clark Associates
Moule & Polyzoides Architects/Urbanists
HDR Town Planning
Nelson/Nygaard Consulting Associates
Keyser Martson Associates, Inc.
Katz, Okitsu and Associates

7.3 EIR PREPARERS

This EIR was prepared by the City of Ventura with the assistance of Rincon Consultants, Inc. Margaret Ide, Associate Planner, managed the preparation of the EIR for the City. Consultant staff involved in the preparation of the EIR are listed below.

Joe Power, AICP, Principal
Abe Leider, Senior Associate
Cori Lindbeck-Vaught, Associate
Kathy Babcock, Graphics Technician
Katherine Warner, Graphics Technician/GIS Specialist

Appendix A

Notice of Preparation, Initial Study, Agency Responses, and EIR Scoping Meeting

Notice of Preparation

TO: _____

FROM: City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93001

Notice of Preparation of a Draft Environmental Impact Report
2006 Ventura Downtown Specific Plan

The City of San Buenaventura (Ventura) will be the Lead Agency for the preparation of an environmental impact report (EIR) for a proposed update of the City of Ventura Downtown Specific Plan.

The proposed project involves an update of the 1993 Downtown Specific Plan that currently provides a strategy for revitalization, development standards, design guidelines, and land use, circulation, parking and infrastructure policies, for the City of Ventura Downtown area. The Downtown Specific Plan covers an area of about 525 acres bounded generally by the Pacific Ocean on the south; the foothills to the north; State Highway 33 to the west; and Sanjon Road to the east. The Specific Plan area is entirely within the corporate boundaries of the City of Ventura. The City is located in western Ventura County, about 60 miles northwest of Los Angeles and 25 miles southeast of Santa Barbara. Figures 1 and 2 shows the Specific Plan area within the regional and local context. The Downtown Specific Plan area includes the City's entire Redevelopment Project Area. In addition, the majority of Specific Plan area lies within the Coastal Zone as defined by the California Coastal Act of 1976. Accordingly, the Specific Plan must be consistent with relevant provisions of the Coastal Act as articulated by the City's certified Local Coastal Program.

The update of the Downtown Specific Plan was undertaken concurrently with a comprehensive update of the City's General Plan formally on August 8, 2005.

The Draft EIR will be a tiered EIR that examines the following issue areas on the City's environmental checklist. Issues to be examined include:

Air Quality
Cultural Resources
Land Use and Planning
Utilities/Service Systems
Transportation/Traffic

The EIR analysis will be based on growth projections for the Downtown area which are derived from the citywide growth projections contained in the 2005 General Plan EIR. The projections are shown in the following table and represent the projected net increase in residential and non-residential development for the Downtown over the next 20 years. As indicated, an estimated 1,650 housing units and 601,072 square feet of non-residential development are projected to be added within the Downtown under the DTSP, including 1,600 residences and 450,000 square feet of non-residential development beyond that which was planned or pending at the time of adoption of the 2005 General Plan in August 2005.

The 2025 population and housing growth estimates for the proposed Downtown Specific Plan are shown in the following table.

Growth Projections for Downtown

	Residences (units)	Non-Residential Development (square feet)			
		Retail	Office	Hotel	Total
Planned and Pending	50	1,072	--	150,000	151,072
Additional Projected Development Through 2025	1,600	100,000	200,000	150,000	450,000
Total	**1,650**	**101,072**	**200,000**	**300,000**	**601,072**

Projections are from the 2005 General Plan EIR, which was certified in August 2005. Estimates of planned and pending development are based on the City's 2005 list. Additional projects have been added to the City's list since that time, but would be accounted for in the "Additional" category. The overall growth projections have not changed.

The views of your agency are required to determine the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval of certain aspects of the project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than June 12, 2006.

Please send your response to Maggie Ide, Associate Planner, at the address shown above. Ms. Ide can be reached at (805) 654-7727. Please provide the name of a contact person in your agency when responding . Materials related to the Downtown Specific Plan EIR are available for review at the City of Ventura Community Development Department, Ventura City Hall, 501 Poli Street in Ventura. Background materials can also be viewed online at http://www.ci.ventura.ca.us.

The City will hold an EIR scoping meeting on the Downtown Specific Plan Update on Wednesday, May 24, 2006 in the Santa Cruz Meeting Room at Ventura City Hall, 501 Poli Street. The meeting will begin at 7 PM. The purpose of the meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Draft EIR.

Project Title: City of Ventura Downtown Specific Plan Update

Project Sponsor: City of Ventura

Date 05/12/06

Signature Kari Gialketsis

Title Interim Planning Manager

Telephone (805) 654-7726

CITY OF SAN BUENAVENTURA
INITIAL STUDY

DOWNTOWN SPECIFIC PLAN

Case Number:	**EIR- 2462**
Project Title:	**City of Ventura Downtown Specific Plan**
Lead Agency/ Project Proponent:	City of San Buenaventura (Ventura) 501 Poli Street P.O. Box 99 Ventura, California, 93001
Project Manager/ Telephone Number:	Kari Gialketsis (805) 654-7726
Staff Planner/Contact Person:	Margaret Ide (805) 654-7727

Project Location and Regulatory Setting

The Downtown Specific Plan covers an area of about 525 acres bounded generally by the Pacific Ocean on the south; the foothills to the north; State Highway 33 to the west; and Sanjon Road to the east. The Specific Plan area is entirely within the corporate boundaries of the City of Ventura. The City is located in western Ventura County, about 60 miles northwest of Los Angeles and 25 miles southeast of Santa Barbara. Figures 1 and 2 shows the Specific Plan area within the regional and local context.

The Downtown Specific Plan area includes the City's entire Redevelopment Project Area. In addition, the majority of Specific Plan area lies within the Coastal Zone as defined by the California Coastal Act of 1976. Accordingly, the Specific Plan must be consistent with relevant provisions of the Coastal Act as articulated by the City's certified Local Coastal Program.

The update of the Downtown Specific Plan was undertaken concurrently with a comprehensive update of the City's General Plan. The City Council formally adopted the 2005 General Plan at their hearing of August 8, 2005.

Project Description

The Downtown Specific Plan is intended to implement the goals, policies and programs of the 2005 General Plan by establishing policies and standards for the development and redevelopment of Downtown Ventura. It includes goals, policies, and implementation programs, as well as a Development Code and Streetscape Plan for Downtown. It also

identifies several "catalytic projects" and focus areas as well as identifying a range of public infrastructure improvements to facilitate the City's goals for Downtown.

Project Objectives

The DTSP includes the following "vision statement" for the Downtown:

> *Over the next ten years, Ventura will emphasize our history, culture and unique character to sustain the Downtown as our City's authentic heart – the pre-eminent arena for civic and artistic life and the preferred location for retail and office commerce.*

The DTSP also identifies the following are the eight overarching goals for the Downtown:

1. ***Ventura's Unique Character*** *- Preserve Ventura's special sense of place by insisting on the highest standards of architecture, urban design and landscaping so that new development compliments the eclectic architecture and historic richness of our Downtown.*
2. ***California's New Art City*** *– Weave art and culture into the fabric of everyday life in the Downtown through the growth and expansion of cultural institutions and by nurturing creative and artistic expression in the public realm.*
3. ***Animating the Public Realm*** *- Maintain and enhance public features such as parks, streetscapes and open spaces. Provide access to our natural areas, including the hillsides and re-connect Downtown to the ocean. Encourage development and events that activate the public realm.*
4. ***Economic Diversity*** *- Establish the Downtown as the preferred place to work as well as live or visit. Ensure the future economic stability of the Downtown by providing an active daytime workforce in offices and studios and by promoting successful retailing, tourism and the provision of high-wage, high value jobs.*
5. ***Housing Renaissance*** *- Provide high quality, urban housing for a diverse range of income levels. Encourage efficient utilization of the Downtown's limited land resources by promoting infill development.*
6. ***Mobility in Transportation*** *- Create an integrated transportation system to effectively serve the Downtown area, making the Downtown a place where people prefer to walk, bike or ride public transit rather than drive a car.*
7. ***"Park Once" Management Strategy*** *- Efficiently manage demand for Downtown parking to accommodate visitor, commuter and residential parking needs.*
8. ***Sustainable Infrastructure*** *- Safeguard public health, safety and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems. Continue to ensure public services keep pace with new development in the Downtown.*

Land Use and Development Standards

The DTSP includes a Development Code that governs land use within the Specific Plan area. The Development Code includes five zones (UG-1, UG-2, UG-3, NC, and UC) that define development form and intensity:

- *Urban General 1 (UG-1)*

- *Urban General 2 (UG-2)*
- *Urban General 3 (UG-3)*
- *Neighborhood Center (NC)*
- *Urban Core (UC)*

The Development Code also includes specific design requirements for the Main Street Corridor (COR-1), Thompson Boulevard Corridor (COR-2), and Figueroa Street Corridor (COR-3), as well as overlays for "Notable" and "Hillside" properties. The Civic/Institutional (C/I) and Parks and Open Space (OS) zones are not regulated by the Urban Standards. Any development proposed in either of those zones is intended to be unique and would be subject to Design Review rather than any specific standards.

The zones are established are based on the desired intensity and building scale for specific areas. The UC and NC zones facilitate dense, commercial, retail, and mixed-use development, while the outer-lying Urban General zones are scaled primarily toward residential use and neighborhood character. The COR-1, COR-2, and COR-3 zones are intended to improve the quality of three unique Downtown corridors. The C/I and OS zones are intended to retain public open spaces and buildings.

Figure 3 illustrates the Specific Plan's regulating plan. Table 1 shows the permit requirements for various land uses in each of the Specific Plan zones. Land uses not listed in Table 1 are prohibited within the Downtown Specific Plan area.

Catalytic Projects

The DTSP identifies five "catalytic projects" intended to spark the re-establishment of Downtown as the pre-eminent arena for civic and artistic life and the preferred location for commerce. It also identifies three "focus areas" that have been identified for specific types of development. These areas are shown on Figure 4. The five catalytic projects include:

1. *Multi-Modal Transit Center – construct a transit center Downtown*
2. *Mission Park Cultural Arts Cluster – create a new cultural arts cluster located along Figueroa Plaza between Main Street and Santa Clara Street*
3. *Beach Connections – improve the four existing connections, including the California Street bridge, Figueroa Street, Sanjon Road, and the Ash Street pedestrian bridge*
4. *Beachfront Promenade – transform the entire beachfront*
5. *California Street Offramp Project - relocate the U.S. 101 off-ramp from California Street to Oak Street*

The three focus areas are:

A. *Urban Core (Retail and Office Strategy) – complete a retail and office strategy that focuses on making Downtown a destination*
B. *Neighborhood Centers - provide small town centers at the heart of the west end and east end neighborhoods*
C. *The Triangle Site – accommodate a mix of uses on this vacant 11-acre site, including extension of the existing street grid to the north and a public park along the southern, oceanfront boundary*

Growth Projections

Growth projections for the Downtown area are derived from the citywide growth projections contained in the 2005 General Plan EIR. The projections are shown in Table 2 and represent the projected net increase in residential and non-residential development for the Downtown over the next 20 years. As indicated, an estimated 1,650 housing units and 601,072 square feet of non-residential development are projected to be added within the Downtown under the DTSP, including 1,600 residences and 450,000 square feet of non-residential development beyond that which was planned or pending at the time of adoption of the 2005 General Plan in August 2005.

Table 1 Land Use and Permit Requirements

Allowed Use	Permit Required by Zone									
	UG-1	UG-2	UG-3	NC	UC	COR-1	COR-2	COR-3	C/I	OS
Single Family/Carriage House	P	-	-	-	-	P	-	-	-	-
Multi-Family	P	P	P	P	P	P	P	P	-	-
Home Occupations	P	P	P	P	P	P	P	P	-	-
Corner Store	U	U	U	-	-	-	-	-	-	-
Parks and Recreation	P	P	P	-	-	-	-	-	P	P
School	-	-	-	P	P	P	P	P	P	-
Museum/Theatre	-	-	-	U	U	U	U	U	P	-
Community Meeting	-	-	U	-	U	U	P	U	P	-
Personal Services	-	-	-	P	P	P	P	P	-	-
Retail	-	-	-	P	P	P	P	P	-	-
Restaurant/Café	-	-	-	U	U	U	U	U	U	-
Bar/Nightclub	-	-	-	U	U	-	-	-	-	-
Office	-	-	-	P	P	P	P	P	U	-
Bed & Breakfast	P	P	P	-	-	P	P	-	-	-
Lodging	-	-	U	P	P	-	P	P	-	-
Gas Station	-	-	-	-	-	-	U	-	-	-
Recycling	-	-	U	U	-	U	U	-	-	-
Health/Fitness	-	-	-	P	P	P	P	P	-	-
Civic/Library	P	P	P	P	P	P	P	P	P	P
Special Residential	U	U	U	U	U	U	U	U	-	-

Permit Requirements: P = permitted by right; U = Use permit; - = Not an allowed use

Zone Names:
UG-1 = Urban General 1
UG-2 = Urban General 2
UG-3 = Urban General 3
NC = Neighborhood Center
UC = Urban Core

COR-1 = Corridor 1 – Main Street
COR-2 = Corridor 2 – Thompson Boulevard
COR-3 = Corridor 3 – Figueroa Street
C/I = Civic/Institutional
OS = Open Space and Parks

Table 2 Growth Projections for Downtown

	Residences (units)	Non-Residential Development (square feet)			
		Retail	Office	Hotel	Total
Planned and Pending	50	1,072	--	150,000	151,072
Additional Projected Development Through 2025	1,600	100,000	200,000	150,000	450,000
Total	**1,650**	**101,072**	**200,000**	**300,000**	**601,072**

Projections are from the 2005 General Plan EIR, which was certified in August 2005. Estimates of planned and pending development are based on the City's 2005 list. Additional projects have been added to the City's list since that time, but would be accounted for in the "Additional" category. The overall growth projections have not changed.

Action 4.11 of the DTSP requires annual monitoring of the production and pace of new development through the issuance of building permits. When Downtown production of residences and commerce meets 70% of predicted development as defined in the 2005 General Plan (either 1,120 issued residential building permits or 315,000 commercial square feet in issued building permits), the City Council will review the intensity and locations of development throughout the Downtown area to determine whether strategies to modify the pace, location, or mix of development are needed.

Required Approvals

Approvals required for the proposed Downtown Specific Plan include:

- *Certification of an environmental impact report with findings*
- *Approval of a general plan amendment/local coastal program amendment to amend the map and text consistent with the updated Downtown Specific Plan*
- *Adoption of an ordinance amending the text and map of the City's Zoning Ordinance to incorporate relevant provisions of the Downtown Specific Plan development code and regulating plan*
- *Certification of the DTSP as an update to the City of Ventura LCP by the California Coastal Commission*

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

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

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. 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 significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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, there **WILL NOT** be a significant effect in this case because all potential significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Ken Sialkitsis
CEQA Officer for the City of San Buenaventura

5/12/06
Date

Environmental Checklist

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. **AESTHETICS** -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	■	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	■
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	■	☐

Discussion

a) Some new development and redevelopment within the Downtown area would be visible from designated scenic roads, particularly State Route 33, U.S. Highway 101, Figueroa Street, Main Street and Poli Street, as well as scenic viewpoints. This would be especially true for development in the Figueroa Street Corridor, Urban Core, Neighborhood Center UG-3 and UG-3 zones, which make up much of the central and western plan area. Three- to four-story development would be allowed in this area, which would increase the overall height profile.

None of the highways or roads within or adjacent to the Downtown Specific Plan area are officially designated as State Scenic Highways, although they are considered eligible for that designation and General Plan Action 4.37 calls for the City to initiate the designation process. Regardless, the City considers state routes 101 and 33 to be scenic corridors, along with Figueroa and Main streets.

Views from Route 33 and U.S. 101 towards the Pacific Ocean or the hillsides above the City would not be substantially affected by the potential increased building heights, as these roadways are sufficiently elevated that motorists would see over the buildings and/or the view blockage would only be sporadic. The scenic quality of Figueroa Street is mostly due to the views available through the street corridor itself north to the hillsides and south to the ocean, which would not be substantially diminished by buildings one to two stories higher than those existing. Similarly, the scenic value of Main Street relates mostly to views of historic buildings and parks, and views to the hillsides that are available at intersections with north-south streets.

Views from the hillsides above downtown, both within the Specific Plan area (e.g. City Hall) and from viewpoints on the hillsides above such as Grant Park, are also considered scenic vistas. Again, although the overall height profile of existing development could increase in some Downtown areas pursuant to the draft Specific Plan, buildings would not generally be tall enough

to block views, nor would they present a continuous taller mass to substantially degrade views. It should be noted that under the proposed Development Code's Urban Standards, the third and fourth stories of buildings would be limited to 40% and 25% of the building footprint, respectively.

In addition, new development with the potential to affect these and other views would be subject to proposed Specific Plan Policy 1C:

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

Action 1.12 would implement this policy by requiring evaluation of public view impacts for projects within the Hillside Overlay Zone.

The following adopted 2005 General Plan action would also apply:

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

As discussed in the General Plan EIR, required compliance with these policies would help reduce impacts to views resulting from new development under the Downtown Specific Plan.

Finally, the quality of the urban views along the scenic corridors and from scenic viewpoints is generally expected to be enhanced by the presence of attractive infill development that follows the design- and form-based guidelines proposed in the Specific Plan. Impacts to scenic views would not be significant and further analysis of this issue in an EIR is not warranted.

b) There are no notable or visually prominent rock outcroppings within the Specific Plan area. Although future development proposals could include removal of specimen or otherwise visually important trees within the planning area, the following 2005 General Plan actions would require or encourage retention of such trees.

> ***Action 1.22:*** *Adopt development code provisions to protect mature trees, as defined by minimum height, canopy, and/or trunk diameter.*
>
> ***Action 1.24:*** *Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.*

The following tree protection polices of the proposed Downtown Specific Plan would also require or encourage retention of trees:

> *Action 8.10:* *Prepare and adopt a citywide Tree Preservation Plan to preserve and enhance the urban forest. The plan would include, but would not be limited to:*
>
> 1. *Parameters to define 'mature' trees based on minimum height, canopy, trunk diameter, or other defining characteristics;*

2. *Parameters to define 'historic' trees based on evidence of their ties to development of the community;*
3. *Protection policies for mature, historic and indigenous trees;*
4. *Mitigation measures for replacement of mature and indigenous trees removed or compromised by new development; and*
5. *Incentives to encourage homeowners and private businesses to retain mature and indigenous trees, or where substantial evidence exists that they should be removed (e.g. diseases trees), an assistance program should be developed to replace the removed specimen with an adequately sized, similar tree.*

Downtown Ventura possesses the largest concentration of significant historic sites in the City. Many of these sites contain buildings associated with important persons or events in the City's history and/or are representative of important period architecture. The City has designated three Historic Districts within the Downtown Specific Plan area: The Mission Historic District, which includes the Mission and surrounding properties, the Selwyn Shaw Historic District which lies north of Poli Street between North Ann and Hemlock Streets, and the Mitchell Block, which includes Plaza Park and the properties just south of the Park on East Thompson Boulevard. The draft Specific Plan contains several goals and policies, as well as an entire section of the Development Code, devoted to maintenance and enhancement of the downtown area's historic buildings and character. Under the Downtown Specific Plan, the scenic quality of historic buildings and districts would be maintained and potentially enhanced.

Based on the discussion above, and with implementation of actions 1.22 and 1.24, impacts to scenic resources associated with adoption of the Downtown Specific Plan would be less than significant and further analysis of this issue in an EIR is not warranted. It should be noted, however, that the potential for impacts to historic resources will be discussed in an EIR, as noted in Item V, *Cultural Resources*.

c) Because additional density and taller building height are contemplated in the Downtown Specific Plan, the visual character of portions of the Specific Plan area would likely change to that of a more intensely developed, urban community. Intensification would create a more urban appearance, but would be expected to generally enhance the character of the areas by adding appropriately scaled, well-designed infill development.

A major focus of the Specific Plan is the aesthetic environment, and several goals and policies call for preservation of the area's historic and unique buildings and features as well as promoting good design in future development. To this end, the draft Specific Plan also incorporates a Development Code that includes "form based" urban design standards and guidelines for both architectural types and historic preservation. These elements would help ensure that new development complements and enhances the established character of the Downtown. The Code is also crafted to ensure that new development does not adversely affect view corridors. As a result, the visual character and quality of the Downtown area is expected to be enhanced by the presence of attractive infill development that follows the design- and form-based guidelines proposed in the Specific Plan. Impacts would be less than significant and further analysis of this issue in an EIR is not warranted.

d) The 2005 General Plan EIR concluded that impacts from glare and night lighting would be less than significant citywide; impacts specific to Downtown are not expected to be different from the citywide assessment. Similar to the General Plan, the Downtown Specific Plan emphasizes intensification and reuse of already developed areas. As such, it may incrementally increase overall lighting in portions of the community, but would not be expected to dramatically change communitywide light and glare conditions or greatly extend lighting into large areas where lighting is not currently present. As part of mixed use development, the Specific Plan envisions residential development in the commercially-oriented Downtown areas. Introduction of residents, who are generally more sensitive to light and glare than commercial tenants and shoppers/visitors, could pose conflicts with respect to light and glare. However, it is anticipated that implementation of the proposed 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 would encourage projects that avoid unsightly glare and night lighting. Proposed projects will be subject to the City's Design Review Committee (DRC) prior to land use entitlement by the Planning Commission. Through compliance with the DRC process, significant impacts are not anticipated and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, 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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	■

Discussion

a – c) There is no land either designated or used for agriculture within or adjacent to the Specific Plan area (City of Ventura, 2005 General Plan Final EIR). No impacts to agricultural resources would occur and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the project:				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	■	□	□	□
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	□	□	□
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	□	□	□
d) Expose sensitive receptors to substantial pollutant concentrations?	□	□	■	□
e) Create objectionable odors affecting a substantial number of people?	□	□	■	□

Discussion

a) Anticipated citywide growth under the 2005 General Plan exceeds Ventura County Air Quality Management Plan population forecasts. The General Plan's projected 2025 population of 126,153 exceeds AQMP projection by 2,508 persons. The Downtown area is expected to accommodate an estimated 1,600 new residential units by 2025, which is over 20% of the projected housing growth for the City as a whole under the 2005 General Plan. Thus, the Downtown area plays a considerable role in accommodating the projected population increase.

The discrepancy between the General Plan/Downtown Specific Plan forecasts and the AQMP forecast exists largely because AQMP forecasts are outdated. Nevertheless, the exceedance of population projections used for regional air quality planning represents a potential inconsistency with the AQMP, and therefore was identified as a significant, unavoidable impact in the 2005 General Plan EIR. Because development under the Downtown Specific Plan would contribute to the population growth forecast in the 2005 General Plan, exceedance of the population projection is considered a potentially significant impact that will be evaluated in an EIR.

b) Individual projects accommodated under the proposed Specific Plan would generate air pollutant emissions, either directly, from the operation of facilities or equipment that produce emissions or from construction activities that employ machinery that produce emissions, or indirectly, primarily from emissions generated by increased motor vehicle use associated with new development. In addition to already planned and pending developments, about 1,600 residences and 450,000 square feet of non-residential development are expected to be developed under the Downtown Specific Plan through 2025. The significance of air quality impacts associated with individual projects would depend upon the characteristics of the

projects and the availability of feasible mitigation measures. Potential impacts associated with Downtown development that would be accommodated under the Specific Plan will be evaluated in an EIR.

c) The Ventura County portion of the South Central Coast Air Basin is a state and federal non-attainment area for ozone and a state non-attainment area for suspended particulates. The 2005 General Plan EIR concluded that implementation of existing programs and standard emission and dust control techniques, in combination with proposed 2005 General Plan policies and actions, would serve to further federal and state attainment goals. Nevertheless, potential impacts to regional air quality will be discussed in an EIR.

d, e) Commercial and industrial uses of the type that would result in substantial pollutant concentrations or objectionable odors are not substantially present in the Specific Plan area, and are not planned for or encouraged by the Downtown Specific Plan. New opportunities for residential development that would be facilitated by the Specific Plan would not be sited near such industrial or intensive commercial facilities. Impacts are anticipated to be less than significant and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect 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 effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	■

Discussion

a – d) The Specific Plan area is highly urbanized and generally lacks native biological habitats. In general, the areas surrounding the Specific Plan area are also urbanized, though some habitat areas are in general proximity to the Specific Plan area. For instance, the northern boundary of the Specific Plan area is in general proximity to coastal sage scrub habitat on the hillsides above Downtown. In addition, the western Specific Plan boundary is adjacent to the Ventura River floodplain (within the 500-year flood zone but well outside of the 100-year flood zone) and portions of the southern plan boundary are adjacent to the sandy beach.

The 2005 General Plan Final EIR identified analyzed biological resource impacts associated with development throughout the community, including the Downtown area. The Final EIR concluded that potential impacts from development within the General Plan guidelines and designations would be reduced to a less than significant level through implementation of a range of General Plan policies and actions, including the following:

Policy 1C *Improve protection for plants and animals.*

Action 1.8 *Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal guidelines.*

Action 1.9 *Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.*

Action 1.11 *Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.*

Action 1.17 *Require development to mitigate its impacts on wildlife through the development review process.*

Action 1.18 *Require new development adjacent to rivers, creeks, barrancas, and other sensitive habitat areas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.*

Action 1.19 *Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for State and/or federally listed sensitive species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.*

Action 1.22 *Adopt development code provisions to protect mature trees on public and private property.*

Action 1.23 *Require, where appropriate, the preservation of healthy tree windrows associated with current and former agricultural uses, and incorporate trees into the design of new developments.*

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

Impacts to wetlands and watercourses from future development would also be addressed through standard Best Management Practices (BMPs) that are typically required during project construction, and receipt and implementation of permits such as USACE Section 404 permits, CDFG Streambed Alteration Agreements, RWQCB Section 401 Certifications and, for projects with greater than one acre of ground disturbance, State Water Resources Control Board Storm Water Pollution Prevention Plans.
The Specific Plan would not result in any direct impacts to sensitive biological habitats or species. Implementation of the above General Plan policies and actions on individual development projects throughout the Specific Plan area would address any potential indirect impacts to biological resources. Impacts to biological resources would not be significant and further analysis of this issue in an EIR is not warranted.

e) The proposed Specific Plan would not conflict with applicable local policies relating to biological resource protection. Nevertheless, consistency with local policies protecting biological resources will be evaluated in an EIR as part of a "Land Use and Planning" section.

f) The Specific Plan area does not contain any land that is part of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impacts are anticipated and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	■	□	□	□
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	■	□	□	□

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	■	☐	☐	☐

Discussion

a) Downtown Ventura possesses the largest concentration of significant historic sites in the City. Many of these sites contain buildings associated with important persons or events in the City's history and/or are representative of important period architecture. The City has designated three Historic Districts within the Downtown Specific Plan area: the Mission Historic District, which includes the Mission and surrounding properties, the Selwyn Shaw Historic District which lies north of Poli Street between North Ann and Hemlock Streets, and the Mitchell Block, which includes Plaza Park and the properties just south of the Park on East Thompson Boulevard. The draft Specific Plan contains several goals and policies, as well as an entire section of the Development Code, devoted to maintenance and enhancement of the downtown area's historic buildings and character. Still, development envisioned in the Downtown Specific Plan could result in disturbance within or adjacent to several of the designated Historic Districts and landmarks that are located throughout the City. Although impacts to historic buildings and districts could be avoided, growth under the Specific Plan would have the potential to adversely affect historic buildings and districts through either direct removal of structures or by changing the historic setting of the communities/ neighborhoods in which historic buildings and other resources are located. This issue will be further evaluated in an EIR.

b, d) Key known prehistoric sites within the Specific Plan area include the Shisholop Village, also known as Historic Landmark 18, and the Mission Area. The Shisholop Village, located at the foot of Figueroa Street in Downtown Ventura, once contained a Chumash village believed to have been a Chumash provincial capital. One portion of the village has been excavated, and additional remains may exist. Within the Mission Area, village sites exist on both the north and south sides of Main Street in downtown Ventura. Important structures associated with the Mission have also been documented. The Mission Aqueduct, which is fragmented, lies in sections as it heads north and south from the Mission property.

Development envisioned in the Specific Plan could result in disturbance within or adjacent to these sites. There is also the possibility that as yet undiscovered or unmapped resources (which could also potentially include human remains) could be present at any location in the Specific Plan area. Therefore, this issue will be further evaluated in an EIR.

c) The Specific Plan area is not known to contain any significant paleontological resources. Consequently, significant impacts are not anticipated and further analysis of this issue is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to 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?	☐	☐	■	☐
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 as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial 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?	☐	☐	☐	■

Discussion

a, c) The 2005 General Plan contains the following actions that address risks from seismic hazards:

Action 7.7 *Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site:*

- *With slopes greater than 10% or that otherwise have potential for landsliding*
- *Along bluffs, dunes, beaches, or other coastal features*
- *In an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault*

- *In areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils*
- *In areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.*

Action 7.8 *To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.*

Compliance with the CBC and General Plan Actions 7.7 and 7.8 would reduce impacts to a less than significant level.

The 2005 General Plan EIR identified potential impacts related to earthquake hazards, liquefaction, and landslides as less than significant, due to the inclusion in the General Plan of policies and actions designed to reduce exposure to geologic hazards and require compliance with existing laws including the Alquist-Priolo legislation and California Building Code (CBC). As discussed below, potential impacts resulting from implementation of the Downtown Specific Plan could also be addressed on a case-by-case basis through implementation of applicable General Plan policies and other regulatory requirements. Therefore, further analysis of these issues in an EIR is not warranted.

Seismic Activity: The Ventura-Foothill Fault and associated Alquist-Priolo Hazard Zone runs along the Foothill Road corridor, through the northern section of the Downtown area. Future seismic events could produce groundshaking throughout the Specific Plan area as well as surface rupture in some areas where future development could be accommodated. Groundshaking and surface rupture could damage structures and/or create adverse safety effects.

Although no measures are available to completely ensure that structures do not fail under seismic stress, proper engineering, including compliance with appropriate construction techniques required by the CBC, would minimize the risk to life and property. In addition, pursuant to the Alquist-Priolo legislation, a geologic study would be needed for any development of four or more residential units proposed within this zone to determine the location of the fault trace. All structures for human occupancy would have to be set back a minimum of 50 feet from the fault trace unless it can be shown that no trace is present.

Liquefaction: Virtually the entire Specific Plan area is within the identified liquefaction hazard zone. As a result, future seismic events could result in liquefaction of soils in the area. General Plan Action 7.7 requires geotechnical analysis and implementation of appropriate mitigation measures for all new development within liquefaction hazard zones. Implementation of this requirement on all new development within the Specific Plan area would reduce impacts to a less than significant level.

Landslides and Slope Instability: The hillsides north of Poli Street/Foothill Road and east of Ventura Avenue and Cedar Street contain a number of existing landslides and could experience future landslide activity. However, the Specific Plan does not encourage substantial new

development in areas of high landslide risk, and the areas most susceptible to landslide hazard are not identified as focus areas for development or locations for catalytic projects. General Plan Action 7.7 requires geotechnical analysis and implementation of appropriate mitigation measures for all new development on slopes over 10%. Implementation of this requirement would reduce impacts to a less than significant level.

b) Erosion potential from site preparation for larger projects would be largely addressed through standard erosion control BMPs that are typically required during project construction; for example, projects with greater than one acre of ground disturbance require State Water Resources Control Board Storm Water Pollution Prevention Plans. Adherence to 2005 General Plan Action 7.7 would further reduce potential impacts. Impacts resulting from soil erosion or loss of topsoil would be less than significant and further analysis of this issue in an EIR is not warranted.

d) Soil expansion hazards in the Specific Plan area are considered moderate. As such, expansive soils or other soil conditions leading to subsidence could result in foundation and building distress problems and cracking of concrete slabs in the Specific Plan area. Again, however, compliance with the requirements of 2005 General Plan Action 7.7 would reduce impacts to a less than significant level. The risk to development would be further reduced through compliance with CBC standards for safe construction.
e) The entire Specific Plan area is served by the City sewer system. Therefore, no impacts relating to septic system use would occur and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4-mile of an existing or proposed school?	☐	☐	■	☐
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) For a project in the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the area?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	■	☐

Discussion

a - d) The 2005 General Plan EIR concluded that impacts relating to exposure to hazards and hazardous materials would be less than significant citywide with implementation of General Plan policies and actions. Impacts specific to Downtown are not expected to be different from the citywide assessment. Nevertheless, some industrial operations and former industrial sites in the western portion of the Specific Plan, including several identified brownfield sites, currently use hazardous materials or have used them in the past. One site within the Specific Plan area - 224 S. Laurel Street – appears on the Department of Toxic Substances Control's Envirostore Database (http://www.envirostor.dtsc.ca.gov). In addition, several sites within the Specific Plan area appear on the State Water Resources Control Board's leaking underground fuel tank (LUFT) and underground storage tank (UST) lists (http://www.geotracker.swrcb.ca.gov/).

By accommodating mixed use and residential development in areas where there are users of hazardous materials, implementation of the Downtown Specific Plan could increase the potential for exposure to hazards due to: (1) potential soil/groundwater contamination due to past practices; and (2) the proximity of new residential development to ongoing activity involving the use of hazardous materials. Potential development near hazardous material users could expose individuals to health risks due to soil/groundwater contamination or emission of hazardous materials into the air. The following adopted General Plan policies and actions are intended to protect sensitive uses from such hazards:

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

Action 7.20 *Require air pollution point sources to be located safe distances from sensitive sites such as homes and schools.*

Action 7.24 *Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.*

Action 7.25 *Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.*

Action 7.26 *Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura.*

Action 7.27 *Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination).*

Action 7.28 *Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.*

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

Action 7.31 *Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local agricultural interests and the Ventura County agricultural commissioner.*

These policies require that risks from hazardous materials or emissions be assessed and addressed on a case-by-case basis any time development is proposed near industrial or contaminated sites. As discussed in the 2005 General Plan EIR, compliance with these policies and actions, in combination with existing regulations administered under the State of California's Certified Unified Program Agency and, by extension, the City of Ventura's Hazardous Materials Program, would reduce potential impacts associated with hazardous material use to a less than significant level and further analysis of these issues in an EIR is not warranted.

The transportation of hazardous materials on the rail line and highways 33 and 101 through the Specific Plan area could potentially create a public safety hazard for new development that is envisioned in the Specific Plan along or near these routes. However, the Ventura Fire Department has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan that addresses the city's planned response to extraordinary emergency situations including incidents involving major hazardous material upset. The plan provides operational concepts, identifies sources of outside support that would be provided through mutual aid agreements, State and Federal agencies, and the private sector. Provided that the City continues its participation in the SEMS Multihazard Functional Response Plan as required by 2005 General Plan Policy 7.9, impacts would be less than significant and further analysis of these issues in an EIR is not warranted.

e, f) The Specific Plan area is not located within two miles of a public airport or public use airport, or in the vicinity of a private airstrip. No impacts are anticipated and further analysis of this issue in an EIR is not warranted.

g) Growth under the Specific Plan would not impair implementation of or otherwise interfere with emergency response or evacuation plans. No development or uses would conflict with existing evacuation routes. Implementation of circulation upgrades called for in the Specific Plan would likely improve emergency access and egress opportunities. No impacts are anticipated and further analysis of this issue in an EIR is not warranted.

h) The 2005 General Plan EIR concluded that risks associated with wildland fires citywide would be fully mitigated by adherence to adopted and existing policies and regulations and the provision that new fire stations would be constructed with certain future development in the Poinsettia and North Avenue General Plan areas (mitigation measures PS-1 a and b, adopted by the City in August 2005). The Specific Plan area is adjacent to hillside areas that have wildfire hazards, but the Specific Plan area itself is urbanized and generally not subject to wildland fires. Impacts specific to Downtown are not expected to be different from the citywide assessment, and would be less than significant. Further analysis of this issue in an EIR is not warranted. Potential fire protection impacts are discussed further in Item XIII.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	■	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation?	☐	☐	■	☐
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	■	☐
e) 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?	■	☐	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	■	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	■	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	■
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	■	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	■	☐

Discussion

a, c, d, f) Development accommodated under the Downtown Specific Plan could incrementally increase the amount of impervious surfaces within the planning area. However, most development would occur on sites that are already built-up or paved; such development would not add substantial new areas of impervious surfaces, and could improve local drainage through project-specific drainage and water quality measures. One notable exception, the 11-acre Front Street Triangle site, is currently undeveloped but includes sufficient acreage to

provide onsite detention or retention facilities. Nevertheless, where infill of vacant or partially vacant parcels occurs, localized runoff could increase incrementally. However, such increases can be addressed on a case-by-case basis and individual developers will be required to implement solutions to address their projects' impacts. Even with limited acreage, on-site solutions could be employed to minimize runoff such as creative use of landscaped areas and utilization of impervious paving methods.

The following 2005 General Plan actions would apply to select projects within the Downtown area:

Action 1.16 *Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.*

Action 5.2 *Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible.*

Action 5.16 *Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.*

Action 5.16 *Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize offsite surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.*

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.*

New development would also be subject to the following Downtown Specific Plan policy:

Policy 8C *Improve water quality of urban stormwater runoff and groundwater recharge.*

The Specific Plan includes several action items to implement this policy, including preservation of natural drainage features, use of site design techniques that store, infiltrate, evaporate, or detain runoff, and preparation and implementation of a Master Drainage Plan for the Downtown. The Specific Plan would not encourage or facilitate alteration to the course of the Ventura River or any streams.

Regulations under the federal Clean Water Act require that a NPDES general construction storm water permit be obtained for projects that would disturb greater than one acre during construction. Acquisition of a NPDES permit is dependent on the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains BMPs to control the discharge of pollutants, including sediment, into the local surface water drainages. In addition, the Ventura County

Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requires new developments and redevelopment projects to implement various BMPs to minimize the amount of pollutants entering surface waters. Projects requiring SQUIMPs include single family hillside residences, 100,000+ square foot commercial developments, automotive repair shops and gas stations, restaurants, residential subdivisions with 10 or more housing units, and parking lots with 5,000 square feet or more of impervious area potentially exposed to stormwater runoff. Per the SQUIMP, structural or treatment control BMPs must meet the following design standards:

- *Volume based post-construction structural or treatment control BMPs shall be designed to mitigate (infiltrate or treat) storm water runoff from the volume of annual runoff to achieve 80% volume capture (Ventura County Land Development Guidelines); or*
- *Flow-based post-construction structural or treatment control BMPs shall be sized to handle the flow generated from 10% of the 50-year design flow rate.*

Implementation of these standards, and adherence to and implementation of adopted policies and actions listed above would ensure that impacts to drainage and water quality are less than significant.

b) Similar to citywide growth to be accommodated under the 2005 City of Ventura General Plan, the Specific Plan emphasizes intensification and reuse of already developed areas. The 2005 General Plan EIR concluded that the total estimated surface and subsurface water available from Lake Casitas, the Ventura River diversion, and groundwater basins of approximately 28,300 acre-feet per year is sufficient to meet the projected demand increases of buildout under the General Plan for the entire City, and that as a result basins would not be overdrafted and impacts would be less than significant. Impacts from growth in the Downtown area under the Specific Plan, which uses the same growth estimates as the 2005 General Plan, are therefore expected to be less than significant as well. In addition, the following adopted 2005 General Plan policies and actions would further reduce impacts to groundwater resources:

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.*
Action 5.3	*Demonstrate low water use techniques at community gardens and city-owned facilities.*
Action 5.4	*Update the Urban Water Management plan as necessary in compliance with the State 1983 Urban Water Management Planning Act.*
Policy 5B	*Improve services in ways that respect and even benefit the environment.*
Action 5.7	*Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development.*

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.*

Action 5.9 *Update development fee and assessment district requirements as appropriate to cover the true costs associated with development.*

Action 5.11 *Increase emergency water supply capacity through cooperative tie-ins with neighboring suppliers.*

Projected water demand within the Downtown area is within the overall citywide projection through 2025, which is within the projected supplies for the City. Thus, significant impacts are not anticipated and further analysis of this issue in an EIR is not warranted.

e) Some deficiencies exist with respect to existing storm drain infrastructure in the Downtown area. Failure or insufficient capacity of existing storm drains could result in localized flooding or otherwise misdirected or impeded drainage. The following 2005 General Plan policies were adopted to ensure that these deficiencies are remedied, and that funding is available for repair and replacement of these facilities where necessary:

Action 5.14 *Develop a financing program for the replacement of failing corrugated metal storm drain pipes in the City.*

Action 5.15 *Establish assessment districts or other financing mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist.*

These actions would address existing deficiencies in the citywide storm drain system. Nevertheless, the specific deficiencies in the Downtown area will be addressed in a "Utilities and Service Systems" section of an EIR.

g, h, i) The entire Specific Plan area is outside of the 100-year flood hazard zone. No impacts specific to the 100-year flood hazard are anticipated and further analysis of this issue in an EIR is not warranted.

In the event of a dam failure or other flood event, the City would follow an emergency response and evacuation plan set forth in the Multi-hazard Functional Plan managed by the Ventura County Sheriff's Office of Emergency Services. The bilingual alert system includes mobile emergency vehicle sirens and loudspeakers, and door-to-door notification. The City flood emergency warning systems also includes public alerts by television service providers.

j) Most of oceanfront and southwest portions of the Specific Plan area are within the identified tsunami risk area. This area includes the location of the proposed Westside Town Center catalytic project. Development in these areas may be susceptible to inundation from tsunamis.

Adopted 2005 General Plan actions 7.8 and 7.9, listed above in Section VI, require new critical facilities to be located outside of tsunami hazard zones and require the City to continue to

maintain and implement the SEMS Multihazard Functional Response Plan. In addition, it is anticipated that the City will continue its participation in the Seismic Sea Wave Warning System. Thus, area residents should have ample warning about pending tsunamis, and local agencies would be prepared to react in an event. As a result, impacts related to tsunami risk would be less than significant and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the proposal:				
a) Physically divide an established community?	☐	☐	☐	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	■	☐	☐	☐
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

Discussion

a) New roadways or other development called for in the Downtown Specific Plan would not divide established communities or neighborhoods. The new roads envisioned, which consist of the re-routing of the California Street off ramp to Oak Street; the extension of Junipero Street north to Main Street; and the extension of the existing grid pattern through the Main Street/Ventura Avenue shopping center would not divide any existing communities, and in fact would improve circulation within the Specific Plan area. New growth under the Specific Plan may include a shift of the character of some neighborhoods towards more urban, mixed-use, residential and live/work development, but these changes would not divide or cut off neighborhoods or communities.

b) The current Downtown Specific Plan, adopted in 1993, designates land within the Specific Plan area for a variety of uses, including mixed-use, downtown core, general commercial, and residential. The draft update of the Downtown Specific Plan recommends changes to the land use designations, as well as new and updated goals, policies and implementation programs to address a variety of subjects, including land use, housing, traffic and parking, public services and cultural and historic resources.

As noted above, the City completed a comprehensive update of the General Plan in August 2005. The 2005 General Plan acknowledges that land within the Downtown Specific Plan area will be governed by the Specific Plan. Nevertheless, consistency of the Specific Plan with the policies and programs of the updated General Plan will be analyzed in an EIR.

The majority of land within the Specific Plan area lies within the Coastal Zone, and the Specific Plan is intended to be incorporated into the City's Local Coastal Program. Therefore, the Specific Plan's consistency with the Coastal Act will be analyzed in an EIR.

Consistency with the Southern California Association of Governments' Regional Comprehensive Plan and Guide will also be evaluated in an EIR.

c) There are no habitat conservation plan areas or natural community conservation plan areas within or directly adjacent to the Specific Plan area. No impacts would result from Specific Plan implementation and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. ENERGY AND MINERAL RESOURCES-- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

Discussion

a, b) The 2005 General Plan EIR concluded that impacts resulting from loss of availability of or access to mineral resources or resource recovery sites would be less than significant citywide. The Specific Plan area currently does not have active aggregate mining operations.

Although oil fields are located within the Ventura River Valley north of the Specific Plan area, they would not be affected by adoption and implementation of the Specific Plan. No impacts are anticipated and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	☐	☐	■	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	☐	☐	☐	■

Discussion

a - c) The 2005 General Plan included the following policy and actions to reduce noise to sensitive receptors from transportation corridors and commercial/industrial/recreational uses:

Policy 7E: *Minimize the harmful effects of noise.*

Action 7.32: *Require acoustical analyses for new residential developments within the mapped 60 decibel (dBA) CNEL contour, or within any area designated for commercial or industrial use, and require mitigation necessary to ensure that:*

- *Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dBA CNEL, and*
- *Interior noise in habitable rooms of new residences does not exceed 45 dBA CNEL with all windows closed.*

Action 7.33: *As funding becomes available, construct sound walls along U.S. 101, SR 126, and SR 33 in areas where existing residences are exposed to exterior noise exceeding 65 dBA CNEL.*

Action 7.34: *Request that sound levels associated with concerts at the County Fairgrounds be limited to 70 dBA at the eastern edge of that property.*

Action 7.35: *Request the termination of auto racing at the County fairgrounds.*

Action 7.36: *Amend the noise ordinance to restrict leaf blowing, amplified music, trash collection, and other activities that generate complaints.*

Action 7.37: *Use rubberized asphalt or other sound reducing material for paving and re-paving of City streets.*

Action 7.38: *Update the Noise Ordinance to provide standards for residential projects and residential components of mixed-use projects within commercial and industrial districts.*

The Downtown Specific Plan includes land use designations, policies and standards that would encourage mixed-use projects in the Downtown area. It also encourages increased residential and mixed-use development in the western portion of the Specific Plan area, which also supports some industrial and more intense commercial uses. The placement of residential and other noise-sensitive uses in proximity to heavily traveled roadways (U.S. 101, Main Street, Thompson Boulevard) and industrial and commercial uses could potentially expose such residents to noise levels that exceed the City's 65 decibel (dBA) CNEL[1] exterior standard. However, 2005 General Plan Action 7.32 requires acoustical analysis for projects where exterior noise levels may exceed 60 dBA CNEL and requires mitigation to reduce exterior levels to 65 dBA CNEL or lower and to reduce interior noise levels to 45 dBA CNEL or lower. In addition, pursuant to the 2005 General Plan, the City's Noise Ordinance will be updated to provide noise standards for residential projects and residential components of mixed use projects within commercial and industrial zones (see Action 7.8). As a result, impacts that could result from the placement of noise-sensitive residential uses in the Downtown area would be reduced to a less than significant. Further analysis of this issue in an EIR is not warranted.

The 2005 General Plan EIR also assessed impacts from recreational activities near downtown, including the Ventura Shooting Range, Seaside Park Raceway and Ventura County Fairgrounds. Although these activities may be periodically audible in portions of the Downtown area, noise levels do not exceed City standards and, therefore, would be less than significant and further analysis of this issue in an EIR is not warranted.

d) Construction of individual projects throughout the Specific Plan area could intermittently generate high noise levels. This may affect sensitive receptors near individual construction sites. However, as concluded in the 2005 General Plan EIR for buildout construction citywide, compliance with Noise Ordinance restrictions on construction timing would reduce this impact to a less than significant level. Impacts specific to Downtown are not expected to be different from the citywide assessment and further analysis of this issue in an EIR is not warranted.

e, f) The Specific Plan area is not located within two miles of a public airport or public use airport, or in the vicinity of a private airstrip. No impacts are anticipated and further analysis of this issue in an EIR is not warranted.

[1] *CNEL is the Community Noise Equivalent Level, which is essentially a 24-hour average noise level that includes a 5 dBA penalty for noise occurring from 7-10 PM and a 10 dBA penalty for noise occurring from 10 PM-7AM. The CNEL is the most commonly used metric for measuring environmental noise.*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. POPULATION AND HOUSING — Would the project:				
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐

Discussion

a) Population growth is considered "substantial" if it would exceed SCAG or Ventura County APCD population projections. For the City of Ventura, SCAG and APCD project a population increase from the present level of 109,087 to 123,645 by 2025. Continued development of the Downtown in accordance with the updated Specific Plan would result in additional residential and commercial development. According to the 2000 Census, the Downtown was home to some 3,800 residents with an average household size of 1.35 persons per dwelling. The draft Specific Plan would accommodate an estimated 1,600 new dwelling units over the next 20 years, which in turn would support an additional approximately 2,160 residents, assuming that household size remains constant. The addition of 2,160 residents under the Downtown Specific Plan would not exceed the SCAG/APCD forecast; hence, population growth would not be considered substantial and impacts would be less than significant. Nevertheless, the effects of growth in the Downtown area as it contributes cumulatively to citywide and regional growth will be discussed in the Air Quality and Land Use and Planning sections of an EIR.

b, c) "Substantial" displacement would occur if allowed land uses would displace more residences than would be accommodated through growth accommodated by the Specific Plan. Because the Downtown Specific Plan emphasizes reuse of developed lands, some growth may have the potential to displace existing housing or people. However, the Specific Plan does not re-designate areas currently designated for and developed with housing to a non-residential use. Because the Specific Plan would allow mixed-use development in most areas that are currently underdeveloped or primarily developed with commercial uses, the primary displacement would be of existing commercial and industrial uses rather than housing or people. It is anticipated that the development of new housing (projected at 1,600 units through 2025) would more than offset the minimal displacement of housing or people that could occur. Impacts related to displacement would be less than significant and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. PUBLIC SERVICES				
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?	☐	☐	■	☐

Discussion

a) This section of the Initial Study discusses potential environmental impacts that could result from the provision of new services and/or construction of new public facilities required to serve development that could be accommodated under the proposed Downtown Specific Plan.

Fire Protection: The 2005 General Plan EIR did not identify any fire protection service deficiencies in the Downtown area. The entire Specific Plan area is served by existing Ventura Fire Department stations and no issues with respect to the provision of fire service have been identified. Assuming compliance with applicable Fire Code requirements in all new development, significant impacts relating to fire protection service are not anticipated. No new facilities would be needed to serve the Specific Plan area and further analysis of this issue in an EIR is not warranted.

Police Protection: The 2005 General Plan EIR identified the need for a new storefront police station for the Downtown area as a result of new population accommodated by growth under the General and Specific Plans. However, the General Plan EIR concluded that with the inclusion of mitigation (adopted with the General Plan in August 2005) impacts from the new police facilities would be less than significant citywide, and impacts specific to Downtown are not expected to be different from the citywide assessment. Other than the already planned Downtown storefront, new facilities are not expected to be needed to provide police protection service to the Specific Plan area. Significant impacts are not anticipated and further analysis of this issue in an EIR is not warranted.

Schools: The 2005 General Plan EIR concluded that impacts from the new school facilities that would result from growth accommodated by the General and Specific plans would be less than significant citywide. The projected growth in student enrollment in the Downtown Specific

Plan area would be within the citywide projection. As discussed in the General Plan EIR, site- and project-specific environmental review would be required for schools if, or when, new sites are proposed for development in the future.

Housing growth in the Downtown area may generate new students at Ventura Unified School District schools, which are in many cases already at or near capacity. In addition, available land for the construction of new school facilities in the Downtown area is limited. However, pursuant to Section 65995 (h) of the California Government Code, the payment of state-mandated statutory fees, which would be required for most new development, "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, assuming collection of State-mandated school impact fees on all new development within the Specific Plan area, impacts would be less than significant under CEQA and further analysis of this issue in an EIR is not warranted. It should be noted that the current average household size in Downtown is about 1.35 persons, as compared to 2.57 persons/household citywide. This suggests that the number of school-aged children in Downtown units is likely lower than the citywide average. Assuming that this continued to be the case, the impact of adding multiple family housing Downtown would likely be lower than the impact of developing larger single family units.

Parks: As noted in the 2005 General Plan EIR, the intensification of residential development in the Downtown area, as envisioned in the General Plan and specifically called for in the Downtown Specific Plan, could increase demand for local (Downtown) park facilities. Available land for new park facilities is largely lacking in these areas. Therefore, the development of new parks may require land dedication in conjunction with the development of large properties in order to provide park facilities in areas where substantial residential growth is anticipated. However, continued collection of Quimby fees on new development would provide funds for the development of needed new park facilities. Any environmental impacts resulting from the development of new facilities would be addressed as part of a separate environmental review.

The following 2005 General Plan actions address this issue:

Action 6.1 *Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development.*

Action 6.2 *Require higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces.*

With implementation of existing City requirements and the above policies, significant impacts relating to parks are not anticipated. Further analysis of this issue in an EIR is not warranted.

Libraries: Although there are no official standards or requirements that would mandate new or expanded library facilities with population growth accommodated under the General and Specific plans, City of Ventura library staff considers two books per capita an appropriate ratio. Under this guideline, addition of approximately 24,741 additional books would be desirable to serve the projected population increase for the City and 4,320 books would be desirable to serve

the projected population for the Downtown area (based on 1,600 units and 1.35 persons/unit). This may require additional library facilities or expansion of existing facilities. The 2005 City of Ventura General Plan EIR concluded that impacts from potential new library facilities would be less than significant citywide. Impacts specific to Downtown are not expected to be different from the citywide assessment and the Downtown area is well served by E.P. Foster Library on Main Street. Therefore, significant impacts are not anticipated and further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. RECREATION —				
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?	☐	☐	■	☐

Discussion

a, b) No new park sites are specifically identified in the Downtown Specific Plan. However, Downtown includes several existing City park facilities and is adjacent to a variety of recreational facilities, including Grant Park, the Ventura County Fairgrounds, the Promenade, and Surfers Point Beach. In addition, new developments within the Downtown area would be required to provide onsite recreational facilities and/or pay Quimby fees to fund new parks and maintain and improve existing facilities. In addition, new parks would be subject to their own site- and project-specific environmental review. Similar to the conclusions in the General Plan EIR for citywide growth under the General and Specific plans, impacts would be less than significant. Further analysis of this issue in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. TRANSPORTATION / TRAFFIC — Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	■	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	■	□	□	■
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	□	■
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible use (e.g. farm equipment)?	□	□	■	□
e) Result in inadequate emergency access?	□	□	■	□
f) Result in inadequate parking capacity?	□	□	■	□
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	□	□	□	■

Discussion

a, b) Traffic growth estimated under the Downtown Specific Plan is consistent with that considered in the 2005 General Plan EIR. With implementation of roadway system improvements identified in the 2005 General Plan EIR, roadways and intersections in the Downtown area are projected to meet the City's adopted level of service standards. In addition, the 2005 General Plan includes the following actions intended to address needed roadway system improvements:

Action 4.7 *Update the traffic mitigation fee program to fund necessary citywide circulation system and mobility improvements needed in conjunction with new development.*

Action 4.10 *Modify traffic signal timing to ensure safety and minimize delay for all users.*

Action 4.13 *Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fees, or a combination thereof.*

Nevertheless, analysis of specific traffic impacts and mitigation measures needed to address issues in the Downtown area will be included in an EIR.

c) No airports are located within or in close proximity to the Specific Plan area. Development within the Downtown area would not affect air traffic at any of the airports within Ventura County or at any other airports within the region. No impacts are anticipated and further analysis of this issue in an EIR is not warranted.

d) The Downtown Specific Plan does not contain specific access plans for individual projects that could be proposed after adoption. Streetscape improvements are called for on California, Figueroa and Oak streets and Thompson Boulevard; however, major changes in road engineering, routing or intersection controls are not proposed.

The Specific Plan calls for re-routing of the California Street off ramp to Oak Street and the extension of the existing grid pattern through the Main Street/Ventura Avenue shopping center. The off ramp would be designed to Caltrans' safety standards, and would require its own project-specific environmental review. The street- and grid-extensions would not include sharp curves, and intersections would have to conform to City safety standards; these projects too may require project-specific environmental review. Finally, streets and highways within the Specific Plan area are not commonly traveled by incompatible vehicles such as farm equipment.

As discussed in the 2005 General Plan EIR, the placement of new residential development along highly traveled thoroughfares may incrementally increase hazards for pedestrians; however, implementation of the following 2005 General Plan policies and actions relating to traffic calming and improving walkability would reduce such impacts to a less than significant level:

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.*
Policy 4A	*Ensure that the transportation system is safe and easily accessible to all travelers.*
Action 4.11	*Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.*
Action 4.12	*Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.*
Action 4.24	*Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.*
Action 4.25	*Adopt new development code provisions that require the construction of sidewalks in all future projects, where appropriate.*

With implementation of the above actions, impacts would be less than significant. Improvements to crosswalks and other pedestrian facilities identified in the Specific Plan

would be expected to improve traffic safety. Further analysis of this issue in an EIR is not warranted.

e) Access by emergency vehicles to points within the Specific Plan area is considered adequate. Existing and proposed street patterns provide sufficient accessibility for all areas of Downtown. Proposed streetscape improvements and new land use designations would not result in cutting off or limiting such access. Individual projects would be required to provide satisfactory emergency access, subject to City and Fire Department review. With implementation of applicable requirements on a case-by-case basis, significant impacts are not anticipated. Further analysis of this issue in an EIR is not warranted.

f) The draft Specific Plan includes parking standards that will apply to new development within the Specific Plan area. Compliance with these standards on all new development would reduce impacts relating to parking to a less than significant level. The EIR will discuss the adequacy of these standards in mitigating impacts to parking.

g) The 2005 General Plan EIR identified impacts to alternative transportation as beneficial, citing the Plan's policies and actions aimed at enhancement of alternative transportation opportunities throughout the City. The benefits of implementation of the Downtown Specific Plan are expected to be the same or more so, because of the special emphasis on mixed-use development and pedestrian-oriented development, and because one of the identified catalytic projects of the Specific Plan is construction of a multi-modal transit center in the Downtown area.

The following 2005 General Plan policies and actions would further City and regional goals for increased opportunities for alternative transportation:

Policy 4A	*Ensure that the transportation system is safe and easily accessible to all travelers.*
Action 4.2	*Develop a prioritized list of projects needed to improve safety for all travel modes and provide needed connections and multiple route options.*
Action 4.3	*Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.*
Action 4.6	*Require new development to be designed with interconnected transportation modes and routes.*
Action 4.8	*Implement the City's Neighborhood Traffic Management Program and update as necessary to improve livability in residential areas.*
Action 4.11	*Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.*
Action 4.12	*Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.*
Policy 4B	*Help reduce dependence on the automobile.*
Action 4.14	*Provide development incentives to encourage projects that reduce automobile trips.*

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.*
Action 4.16	*Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.*
Action 4.17	*Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode.*
Action 4.18	*Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.*
Action 4.19	*Adopt new development code provisions that establish vehicle trip reduction requirements for all development.*
Action 4.20	*Develop a transportation demand management program to shift travel behavior toward alternative modes and services.*
Action 4.21	*Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.*
Action 4.22	*Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan.*
Action 4.23	*Upgrade and add bicycle lanes when conducting roadway maintenance as feasible.*
Action 4.24	*Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.*
Action 4.25	*Adopt new development code provisions that require the construction of sidewalks in all future projects, where appropriate.*
Policy 4C	*Increase transit efficiency and options.*
Action 4.28	*Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.*
Action 4.29	*Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.*
Action 4.30	*Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities.*
Action 4.31	*Work with public and private transit providers to enhance public transit service.*
Action 4.32	*Coordinate with public transit systems for the provision of additional routes as demand and funding allow.*
Action 4.33	*Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes.*

Action 4.34 *Lobby for additional transportation funding and changes to Federal, State, and regional transportation policy that support local decision-making.*

Implementation of proposed transportation system improvements identified in the Downtown Specific Plan, including the development of a multi-modal transit center, would further enhance opportunities for the use of alternative transportation modes.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	■	□	□	□
b) Require or result in the construction of new water or wastewater treatment facilities of expansion of existing facilities, the construction of which could cause significant environmental effects?	■	□	□	□
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	■	□	□	□
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	■	□	□	□
e) 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?	■	□	□	□
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	□	□	□
g) Comply with federal, state, and local statutes and regulations related to solid waste?	■	□	□	□

Discussion

a, b, e) Growth accommodated under the Downtown would increase wastewater generation and may cause localized sewer capacity deficiencies that require upgrades of older, undersized sewer infrastructure, primarily the smaller diameter north-south lines. Sewer lines that may

need replacement are generally located underneath existing streets; therefore, line replacement would involve temporary traffic disruption as well as temporary noise and air quality impacts.

The 2005 General Plan includes the following policies and actions relating to minimizing impacts associated with wastewater generation. These policies and actions would apply citywide, including in the Downtown area.

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.*
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.*
Action 5.9	*Update development fee and assessment district requirements as appropriate to cover the true costs associated with development.*
Action 5.10	*Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options.*
Action 5.12	*Apply new technologies to increase the efficiency of the wastewater treatment system.*

Impacts relating to wastewater conveyance infrastructure and treatment capacity will be addressed in an EIR.

c) As discussed in Item VIII, City staff has indicated that some deficiencies exist with respect to existing storm drain infrastructure. Failure or insufficient capacity of existing storm drains could result in the need for new and/or improved or expanded drainage facilities, and environmental impacts associated with their construction. Impacts relating to storm drain infrastructure deficiencies will be addressed in an EIR.

d) Similar to citywide growth to be accommodated under the 2005 General Plan, the Downtown Specific Plan primarily emphasizes intensification and reuse of already developed areas. The 2005 General Plan EIR concluded that the total estimated surface and subsurface water available (approximately 28,300 acre-feet per year) is sufficient to meet the projected demand increases of projected growth under the General Plan for the entire City through 2025. Because growth anticipated for the Downtown area is within the projected citywide growth analyzed in the 2005 General Plan EIR, the need for new or expanded water sources or entitlements is not anticipated. Significant impacts relating to water supply would not occur and further analysis of water supply issues in an EIR is not warranted. However, the water delivery system within the Downtown area is currently deficient and will need upgrades to accommodate new development. Needed improvements to the water delivery system will be discussed in an EIR.

f, g) As discussed in the 2005 General Plan EIR, over 98% of non-recycled solid waste generated within City limits goes to the Toland Road and Simi Valley landfills, which are projected to reach capacity in 2027 and 2022 respectively. The City meets the solid waste diversion level of 50% set by the State of California; in 2003, the City of Ventura achieved a 61% diversion rate.

Based on the current rate of 0.0096 tons of solid waste per person per day, the 2,160 new residents projected for the Downtown area (1,600 units x 1.35 persons/unit) would generate about 21 tons of solid waste per day. This is within the currently available daily capacity of about 100 tons at Toland Road landfill. However, as discussed in the General Plan EIR, additional growth elsewhere in the City and throughout the Ventura County region is likely to generate waste exceeding the capacity of local landfills. Moreover, the landfills are projected to reach their capacity prior to or shortly after the 20-year timeframe of the Specific Plan. Therefore, cumulative impacts relating to solid waste disposal may be significant. This issue will be further evaluated in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, 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, 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?	☐	☐	■	☐

a) The proposed Specific Plan would not affect any fish, wildlife or plant species. However, it would have the potential to alter resources relating to California history and/or prehistory. Issues relating to cultural resources will be discussed in an EIR.

b) The Specific Plan's contribution to cumulative growth that may be inconsistent with the Air Quality Management Plan is potentially significant. Similarly, growth under the Specific Plan may contribute to cumulative impacts to the local circulation system, water and storm drain infrastructure, and solid waste disposal facilities. These issues will be addressed in an EIR.

c) As discussed throughout this Initial Study, and specifically under item VII, the Downtown Specific Plan is not expected to result in projects or policies that would adversely affect human health or safety.

References

These references, and those previously cited within the text of this Initial Study, are intended to provide a list of Supporting Information Sources and/or evidence staff has relied upon in completing this document and in reaching the conclusions contained herein. If any person or entity reviewing this Initial Study has a question regarding the supporting information source and/or evidence, they may contact the staff planner at the address and telephone number noted on the front page of this document during the public review period.

California Department of Finance, Demographic Research Unit, available at: http://www.dof.ca.gov.

Department of Toxic Substances Control, EnviroStore Database (http://www.environstor.dtsc.ca.gov), accessed May 2006.

Stanley R. Hoffman Associates, Inc., Land Supply and Demand Analysis, 2000 To 2025: Implications for the Comprehensive Plan, City of San Buenaventura, August 2003.

State Water Resources Control Board, Geotracker Database (http://www.geotracker.swrcb.ca.gov).

Ventura, City of, 2005 General Plan, August 2005.

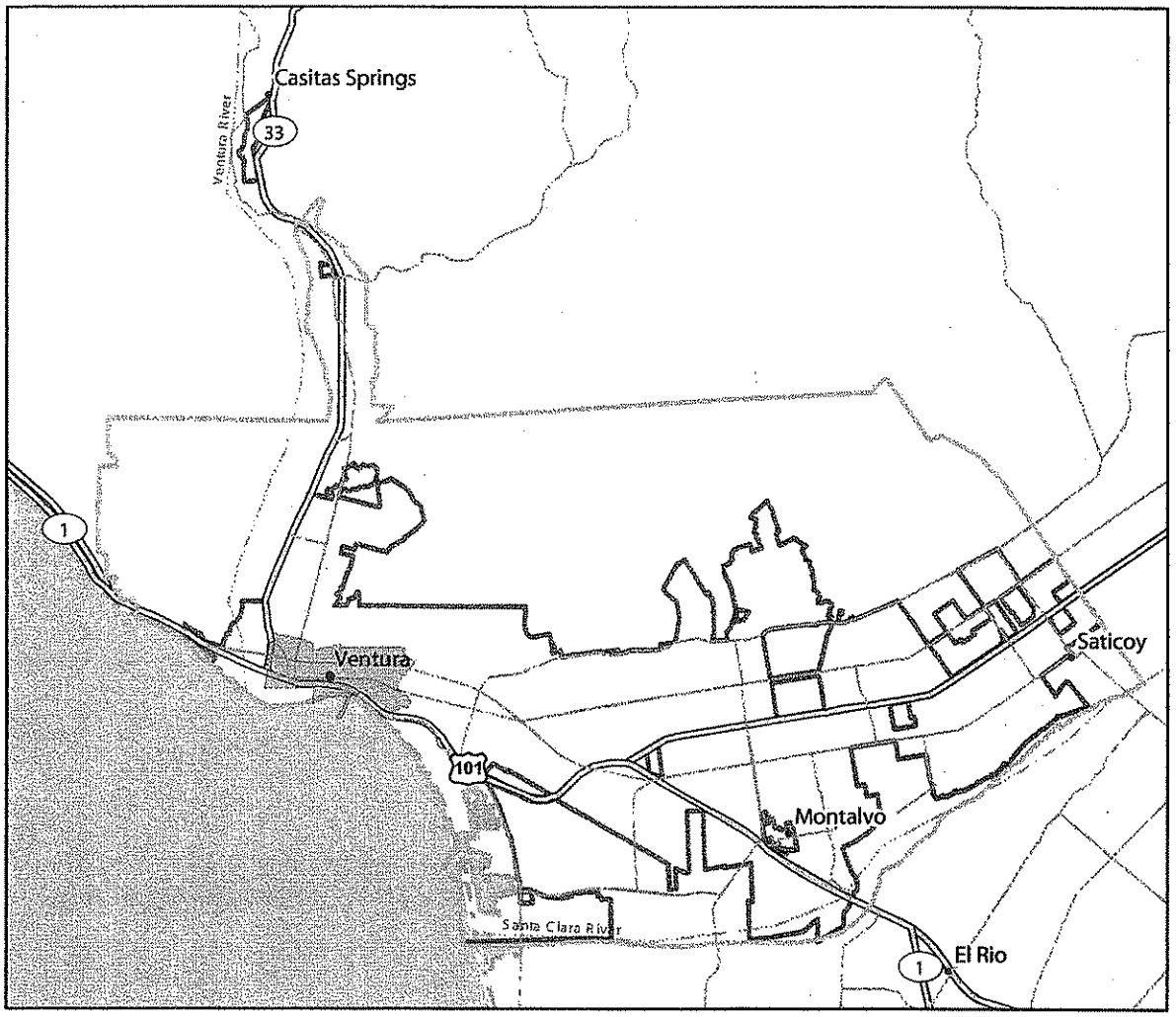
Ventura, City of, 2005 General Plan Final Environmental Impact Report, August 2005.

Ventura, City of, Draft Downtown Specific Plan, April 2006.

Ventura, City of, Official Homepage (www.ci.ventura.ca.us), 2005.

Appendix A

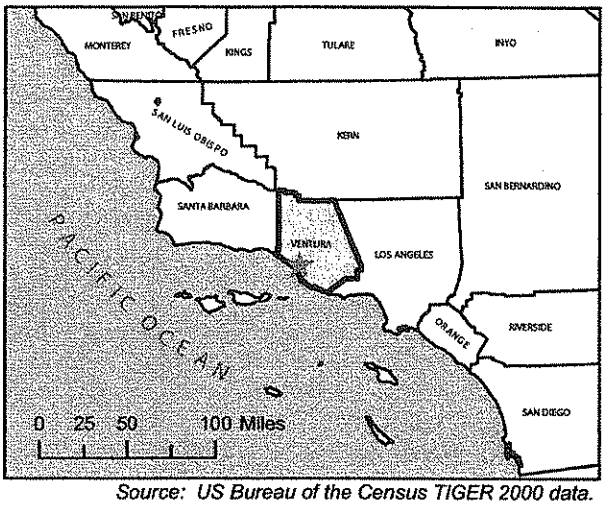
Figure 1: Project Location Diagram
Figure 2: Downtown Specific Plan Area
Figure 3: Regulation Plan



0 1 2 3 4 Miles

Project Location
City Planning Area
City Limits
Downtown Specific Plan Area

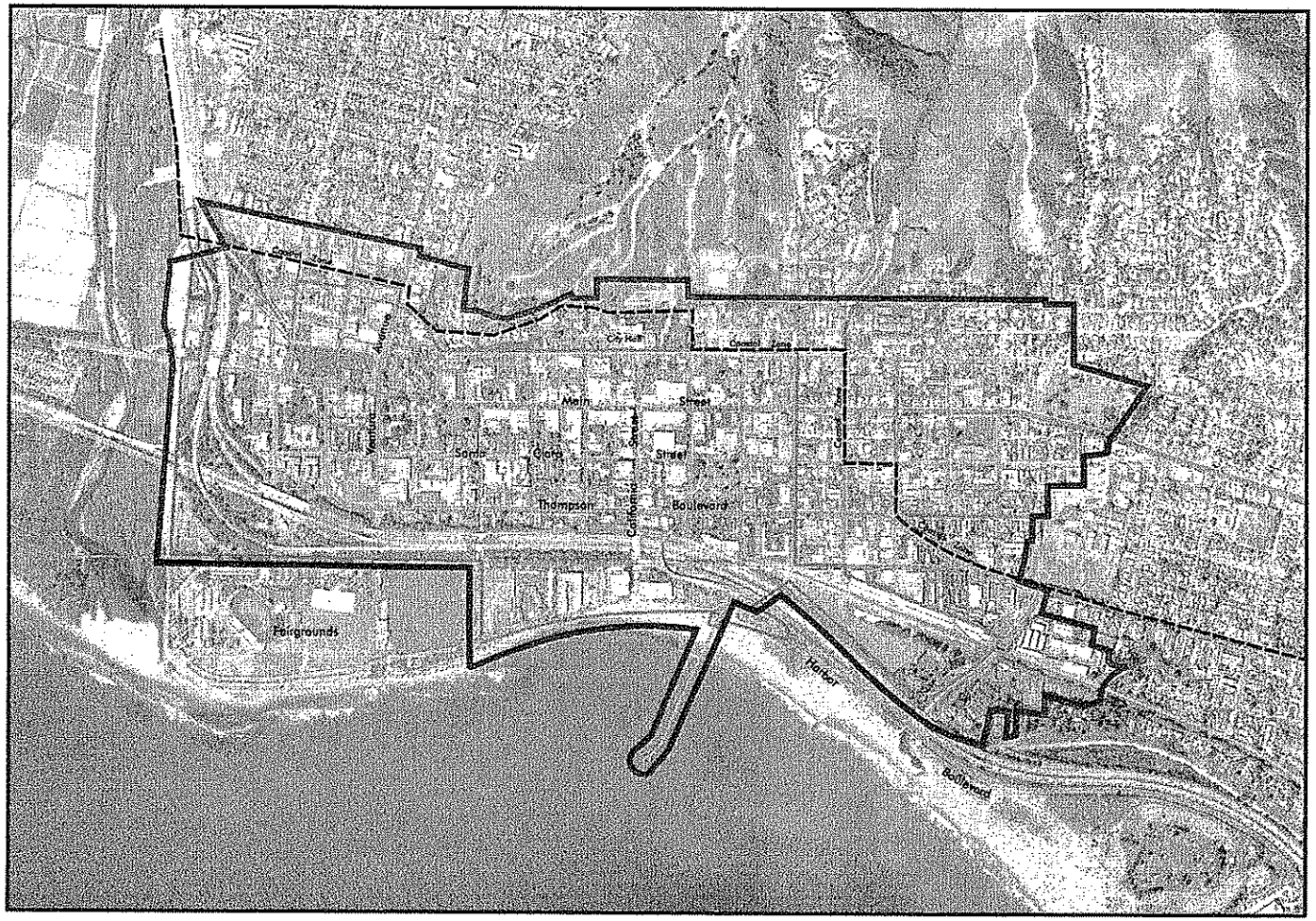
N



Source: US Bureau of the Census TIGER 2000 data.

Regional Location

Figure 1



CITY OF
SAN BUENAVENTURA

Aerial View
(2002)

LEGEND

- Specific Plan Boundary
- Redevelopment Project Area Boundary
- Coastal Zone Boundary

0' 400' 800' 1600'

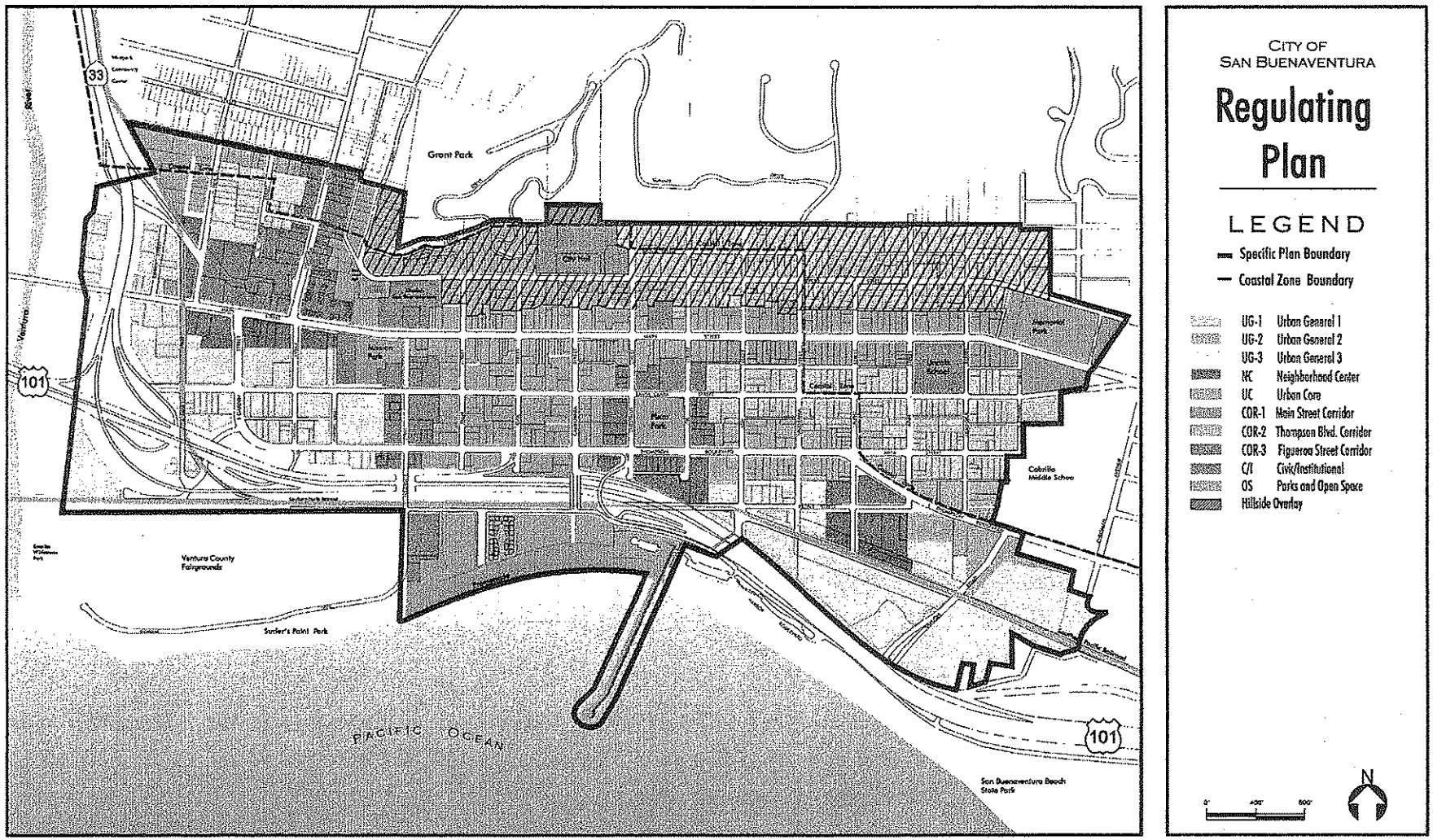
N

Source: City of San Buenaventura, 2002

Downtown Specific Plan Area

Figure 2

City of Ventura



Regulating Plan

Source: City of San Buenaventura, March 2006

Figure 3

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Sean Walsh
Director

CITY OF SAN BUENAVENTURA
MAY 18 2006
LAND DEVELOPMENT

Notice of Preparation

May 15, 2006

To: Reviewing Agencies

Re: County of Ventura Downtown Specific Plan
SCH# 2006051071

Attached for your review and comment is the Notice of Preparation (NOP) for the County of Ventura Downtown Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Margaret ide
City of San Buenaventura
P.O. Box 99
501 Poli Street
Ventura, CA 93001

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Guillermo Gonzalez
for

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

NOP Distribution List

County: Ventura

SCH# 2006051071

Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  David Johnson
- [x] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [ ] **Dept. of Conservation**
  Roseanne Taylor
- [ ] **California Energy Commission**
  Paul Richins
- [ ] **Dept. of Forestry & Fire Protection**
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- [x] **Office of Historic Preservation**
  Wayne Donaldson
- [x] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  DeeDee Jones
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [x] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou
- [ ] _____
  Conservancy

Fish and Game

- [ ] **Depart. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Game Region 1**
  Donald Koch
- [ ] **Fish & Game Region 2**
  Banky Curtis
- [ ] **Fish & Game Region 3**
  Robert Floerke
- [ ] **Fish & Game Region 4**
  Julie Vance
- [x] **Fish & Game Region 5**
  Don Chadwick
  Habitat Conservation Program
- [ ] **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M**
  Tammy Allen
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section
- [x] **Dept. of Health Services**
  Veronica Malloy
  Dept. of Health/Drinking Water

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- [x] **Office of Emergency Services**
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  State Clearinghouse
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  Debbie Treadway
- [ ] **Public Utilities Commission**
  Ken Lewis
- [x] **State Lands Commission**
  Jean Sarino
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

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  Sandy Hesnard
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [x] **California Highway Patrol**
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  Office of Special Projects
- [x] **Housing & Community Development**
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  Housing Policy Division

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- [ ] **Caltrans, District 2**
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- [ ] **Caltrans, District 3**
  Jeff Pulverman
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- [ ] **Caltrans, District 6**
  Marc Birnbaum
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  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Mario Orso
- [ ] **Caltrans, District 12**
  Bob Joseph

Cal EPA

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  - [ ] Transportation Projects
    Ravi Ramalingam
  - [ ] Industrial Projects
    Mike Tollstrup
- [ ] **California Integrated Waste Management Board**
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  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [x] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
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  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____

Last Updated on 04/28/06

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER, *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

RECEIVED
JUN 0 6 2006
PLANNING DIV.

June 7, 2006

Margaret Ide
City of San Buenaventura
501 Poli Street
Ventura, CA 93001

Dear Ms. Ide:

Re: SCH# 2006051071; Ventura Downtown Specific Plan

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the Union Pacific Railroad Company right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Freddy Cheung, UP

Stephen and Sherry Schafer
37 South Crimea Street
Ventura, California 93001

RECEIVED
Community Development
PLANNING DIVISION

June 12, 2006

To: Maggie Ide - Environmental Planning
City Ventura
501 Poli Street
Ventura, California 93001

Re: 2006 Downtown Specific Plan EIR, N.O.P., City Of San Buenaventura

Dear Ms. Ide, et al;

The EIR for the Downtown Specific Plan needs to further analyze the significant impacts facing unidentified historic buildings and potential historic districts. While the officially designated historic landmarks and historic districts adopted by the city have protections, our potential historic resources do not. The EIR should identify POTENTIAL resources so that any development impacts on those resources will be analyzed and mitigated according to CEQA.

For example, the Elk's Lodge is unquestionably a potential landmark, as is the Mason's Lodge, and the new and old Foster libraries. These (potential and unlisted) landmarks may seem obvious but they are currently open to interpretation because they have not been OFFICIALLY designated by the city. I use these buildings and the Mayfair Theater as examples because they are obvious Landmarks, to even the untrained person. Why? Because they are beautiful, stately, grand, old, impressive, or have association with a pioneer like E.P. Foster. Because of these attractive, aesthetic qualities these buildings will probably be somewhat protected, albeit unofficially.

Unfortunately history is not always pretty. This "preservation by beauty contest" policy leaves gaping loopholes in the list of important structures. The Top Hat Burger Palace, is a recent example, not stately, grand, or a palace at all, but nonetheless defined as historic and valuable after the fact by trained preservation researchers, costing valuable staff time, many nights in front of City Council, and much money on the part of the developer. Another example of preservation by beauty contest is currently underway on the 200, 300, 400, and 500 blocks of Main Street. Any preservation professional will agree that this area is a mostly intact historic district, however each building alone is not necessarily attractive enough to stand on its own as a landmark. As each small, cute-but-not-amazing structure is demolished or significantly changed to accommodate infill development of the kind predicted in the DSP, the intact nature of our historic downtown will begin to disintegrate. These small buildings may not be landmarks in their own right, but preservation professionals and CEQA refers to them as "contributing buildings." They contribute to the authenticity and continuity of a historic district (downtown), and as they are removed or changed, the district has fewer and fewer contributors, and consequently becomes less and less intact.

Take away enough bricks, and eventually the wall falls apart.

This EIR must assess development in the downtown core "potential historic district" and the other potential downtown districts (listed in the 1983 historic resources survey) and spell out potential impacts and mitigation measures.

Sincerely,

Stephen and Sherry Schafer
Downtown residents

cc: City Council, & City Manager

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

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www.scag.ca.gov

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Riverside County: Jeff Stone, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCallon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Member

Ventura County Transportation Commission: Keith Millhouse, Moorpark

8 June 2006

Mr. Maggie Ide
Community Development Department
City of San Buenaventura
501 Poli Street
Ventura, CA 93001

RE: **SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the 2006 Ventura Downtown Specific Plan**
SCAG No. I 20060332

Dear Ms. Ide:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the above-mentioned project to the Southern California Association of Governments (SCAG) for review and comment. SCAG's responsibility as the region's clearinghouse per Executive Order 12372 includes the implementation of California Environmental Quality Act (CEQA) §15125 [d]. This legislation requires the review of local plans, projects and programs for consistency with regional plans. SCAG bases review of such projects on its adopted regional plans:

Destination 2030: 2004 Regional Transportation Plan (RTP)
Regional Comprehensive Plan and Guide (RCPG) – 1996 Version
Compass Growth Vision

CEQA requires that EIRs discuss any inconsistencies between the proposed plan and the applicable general plans and regional plans (Section 15125 [d]). Please state separately how the proposed plan will or will not support each regional plan. Please cite specific policies in the regional plans that the proposed project supports. If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. Visit www.scag.ca.gov for downloadable versions of these documents.

SCAG also offers the following specific comments:

The Ventura Downtown Specific Plan is located in a Compass 2% Strategy Area, where development is intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. Please demonstrate how the Ventura Downtown Specific Plan does or does not support these principles.

Please provide a minimum of 45 days for SCAG to review the EIR when this document is available. SCAG looks forward to following the success of this potentially significant plan in one of the region's significant activity centers. If you have any questions regarding these comments or the available services, please contact me at (213) 236-1851. Thank you.

Sincerely,

Brian Wallace
Associate Regional Planner
Intergovernmental Review

DOCS # 122978

June 12, 2006
Maggie Ide
City Hall of San Buenaventura/Planning Department
501 Poli Street, Ventura, CA 93001

Subject: City of Ventura, Downtown Specific Plan EIR, N.O.P
RE: Individual public comment

Dear Ms. Ide:

I wish to submit my public comment with regards to the Environmental Impact Report for the Downtown Specific Plan 2006.

Simply put, the admirable goals of the DSP are at odds with the environment and therefore, the scope of the EIR needs to be finely detailed in order to assess the impact to potential cultural resources (both above ground and sub-surface). The DSP in its Draft form is not CEQA compliant and leaves the city legally vulnerable.

The Initial Study (Case Number: EIR-2462) on pages 16 and 17 clearly identifies that substantial adverse changes would result in potentially significant impacts to cultural resources. The weakness that needs to be addressed in both the DSP and the EIR is that the current focus is on designated landmarks and historic districts. CEQA outlines that the lead agency has a responsibility to consider both direct and indirect physical changes to the environment (15064.1SS(d) in the preparation of the EIR. CEQA Guidelines Article 5. Preliminary Review of Projects and Conduct of Initial Study plainly outlines the importance of assessing potential historic resources in Section 15064.5 Determining the Significance of Impacts to Archeological and Historical Resources when it states in SS(4) "*The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historic Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that a resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1*"

The Initial Study states that the potential adverse effects to "*designated* Historic Districts and landmarks.....will be further evaluated in an EIR". However, the standard practice in the preparation of an EIR is to evaluate the impacts to both known (designated) and unknown (potential) resources. Normally, a list and boundary maps of both designated and potential resources accompanies the EIR.

For example, it is alarming that one of the catalytic projects proposed is Catalytic Project 2-Mission Park Cultural Arts Cluster. Since the late 1970s, this area has been evaluated dozens of times in studies commissioned by the city and found to be one of the richest areas for potential historic resources. The Archival Study/Historic Overview. Downtown San Buenaventura Redevelopment Study Area conducted in May of 1980 by Greenwood and Associates evaluated both archaeological and architectural components and identified them individually. Currently, there are only three designated landmarks within this small boundary. However, this block contains three potential "points of interests"(the Angel S. Escandon adobe, the Ventura Steam Laundry, and the Schiappapietra Mansion), two potential landmarks (the adobe brick veneered building located on Parcel Lot #4, 254 & 256 E. Main and the Mission Theater/Knights of Columbus building at 36 S. Figueroa), and contains contributing buildings to a potential historic district (all existing structures on Parcel Lots #17, #2, #3 #4, #16, & #18 from Figueroa to Palm on Main Street). Most of the buildings on this block were constructed between the late 1870s to the mid 1920s. The youngest building on this block was built in 1948 (making it 58 years old). All of the existing fabric on this block (with the single exception of the American Legion Building) is directly associated with one or more of the four most significant events that have contributed to the development of San Buenaventura, satisfying the eligibility criteria of the National Register of Historic Places, the California Register of Historic Resources, and Ventura Municipal Code 24.455.120, Definitions, for either a historic district, landmark or point of interest.

This example only highlights the built environment within this singular block and its potential for historic resources. The archaeological potential for historic resources is enormous given the close proximity to the Mission.

The DSP encompasses the oldest built environment in the City of San Buenaventura. Most of the fabric is older than 50 years old, satisfying the age criteria for potential eligibility as a historic resource. It is encumbent upon the lead agency to require an assessment of its resources in order to reduce the impacts to less than significant. That cannot be done unless they are identified.

In conclusion, the EIR and the eventual final DSP must address both potential and designated landmarks, historic districts, and points of interest in order to be CEQA compliant and protect the city from legal liability.

Respectfully,

Cynthia Thompson
Private Citizen
PH: 805.815.8969
E: cynthia@authenticventura.com

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Christopher Stephens
Director

June 12, 2006

Margaret Ide, Associate Planner
Community Development Department, Planning Division
501 Poli Street, Room 117
P.O. Box 99
Ventura, CA 93002-0099

FAX #: 805-653-0763

SUBJECT: Notice of Preparation of Draft EIR for 2006 Downtown Specific Plan

Thank you for the opportunity to review and comment on the above subject project. Attached are the comments that we have received resulting from an intra-county review of the project.

Any responses to these comments should be sent directly to the commenter, with a copy to Carl Morehouse, Ventura County Planning Division, L#1740, 800 So. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Carl Morehouse at (805) 654-2476.

Sincerely,

Post-it® Fax Note 7671	Date 6/12/06	# of pages ▶ 4
To M. Ide	From C. Morehouse	
Co./Dept.	Co.	
Phone #	Phone #	
Fax # 653-0763	Fax #	

Christopher Stephens
County Planning Director

G:\Planning Division\Outside Environmental Documents\Response Letters\San Buenaventura 06-026

Attachment

County RMA Reference Number 06-026

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

JUN 0 8 2006

TO: Carl Morehouse, Planning

DATE: June 7, 2006

FROM: Alicia Stratton AS

SUBJECT: Request for Review of Notice of Preparation for the 2006 Ventura Downtown Specific Plan Tiered Environmental Impact Report, City of Ventura (Reference No. 06-026)

Air Pollution Control District staff has reviewed the subject notice of preparation for the draft tiered environmental impact report (DEIR), which addresses potential environmental issues from the update of the City of Ventura Downtown Specific Plan. The proposed project involves an update of the 1993 Downtown Specific Plan that currently provides a strategy for revitalization, development standards, design guidelines, and land use, circulation, parking and infrastructure policies, for the City of Ventura's downtown area. The DEIR will analyze impacts based on growth projections for the Downtown Specific Plan area that are derived from the citywide growth projections contained in the 2005 General Plan EIR. The Downtown Specific Plan covers an area of approximately 525 acres bounded by the Pacific Ocean on the south; the foothills to the north; State Highway 33 to the west; and San Jon Road to the east, all within the city of Ventura.

District staff recommends the DEIR evaluate all potential air quality impacts that may result from the project. Specifically, the air quality assessment should consider project consistency with the Ventura County Air Quality Management Plan (AQMP) and potential impacts from the planned and pending developments (approximately 1,600 residences and 450,000 sq. ft. of non-residential development). The DEIR should consider reactive organic compound and nitrogen oxide emissions from all project-related motor vehicles and construction equipment.

A carbon monoxide screening analysis should be conducted for any project-impacted roadway intersection that are currently operating, or that are expected to operate at, Levels of Service D, E, or F, or at any project-impacted roadway intersection that may be a CO hotspot. If a potential hotspot is identified, the District recommends that a complete CALINE3 or CALINE4 carbon monoxide analysis be conducted for that intersection.

Mitigation Measures

If the project is determined to have a significant impact on regional and/or local air quality, the DEIR should include all feasible mitigation measures. Moreover, any project design features that mitigate air quality impacts should also be described in the DEIR. Chapter 7 of the District's 2003 *Air Quality Assessment Guidelines* (Guidelines) discusses a number of mitigation measures that may be appropriate for this project.

If you have any questions, please call me at 645-1426 or email me at alicia@vcapcd.org.

JUN 06 2006

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM

DATE: June 1, 2006

TO: Resource Management Agency, Planning Division
Attention: Carl Morehouse

FROM: Nazir Lalani, Deputy Director

SUBJECT: Review of Doc 06-026
Notice of Preparation of a Draft Environmental Impact Report
2006 Ventura Downtown Specific Plan to implement the goals, policies and programs of the 2005 General Plan, identifies several "catalytic projects" and public infrastructure improvements to facilitate the City's goal for downtown.
Lead Agency: The **City of Ventura**

The Public Works Agency -- Transportation Department has reviewed the subject Notice of Preparation of a Draft Environmental Impact Report, as proposed by the city of Ventura. The Downtown Specific Plan area includes the city's entire Redevelopment Project Area, bounded by the Pacific Ocean to the south, the foothills to the north, SR 33 to the west, and Sanjon Road to the east.

The Catalytic projects include the Multi-model Transit Center, Mission Park Cultural Arts Cluster, Beach Connections, Beachfront Promenade, and the California Street off ramp project. The three focus areas are Urban Core (Retail and Office Strategy), Neighborhood Centers, and the Triangle site.

1. This project may have site-specific impacts on the County's Regional Road Network. The Environmental Impact Report should show if traffic generated by the Specific Plan would have a significant impact on the County's transportation system and roadway network in the unincorporated area. If this project will have a significant impact on the County's Regional Road Network, the Transportation Department will require the City to mitigate the impacts to Less Than Significant levels.

2. The DEIR should also address and mitigate the cumulative impact of this project to the Regional Road Network. The project may be conditioned to pay a traffic impact mitigation fee to the County in accordance with the reciprocal agreement between the city of Ventura and the County, which was specifically developed to provide a methodology for mitigation of cumulative traffic impacts.

Our review of this Notice of Preparation of the DEIR is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have any questions.

F:\transport\LanDev\Non_County\06-026 VEN.doc

Surfrider Foundation
Ventura County Chapter
239 W Main St., Ventura, CA 93001 (805) 667-2222

June 12, 2006

Maggie Ide
Associate Planner
City of Ventura Planning Department
501 Poli St., P.O. Box 99
Ventura, CA 93001

RE: **Notice of Preparation of a Draft Environmental Impact Report for 2006 Ventura Downtown Specific Plan**

Dear Ms Ide;

The Surfrider Foundation provides the following comments in response to the NOP for the Downtown Specific Plan. Our concerns relate to the Land Use and Planning and Utilities/Service Systems sections of the EIR.

As indicated in your letter of May 12, 2006, ***"an estimated 1,650 housing units and 601,072 square feet of non-residential development are projected to be added within the Downtown under the DTSP, including 1,600 residences and 450,000 square feet of non-residential development beyond that which was planned or pending at the time of adoption of the 2005 General Plan in August 2005."***

We are concerned that this densification of the downtown area will place additional stress on the water supply and wastewater infrastructure, potentially affecting coastal water quality and

The current infrastructure in the downtown area is outdated and will require considerable upgrades to accommodate the new development. For instance, much of the sewer system under downtown dates to the 1800's. Water quality sampling conducted by the County of Ventura shows that the ocean water quality on city beaches often exceeds environmental health standards. While the Clean Beaches projects will help mitigate urban runoff problems, these projects do not address the root cause of the problem. We are also aware that many communities around the country have adopted low-impact development criteria intended to minimize urban runoff, and encourage the city of Ventura to do the same.

We see this redevelopment plan as an opportunity to fix infrastructure problems in the downtown area, and we encourage the city to ensure that the downtown specific plan will enhance rather than degrade our precious natural resources.

Sincerely,

A. Paul Jenkin

A. Paul Jenkin, M.S.
Environmental Director, Surfrider Foundation - Ventura County Chapter
(805) 648-4005 pjenkin@sbcglobal.net

Ide, Maggie

From: Gialketsis, Kari
Sent: Tuesday, May 23, 2006 3:44 PM
To: Ide, Maggie; Horn, Nicole
Subject: Public Comments on NOP

Just for the record, I have received two calls today in reference to the NOP.

1) Matt Brian (?) from the VCWatershed Managment Division - He was wondering why he got the NOP as he didn't think it would affect them. I told him that it was most likely due to the fact that it was a comprehensive mailing. He said that he didn't have any comments but was just checking.

2) Ray Siemans(?) - from the Integrated Waste Management Board. CalEPA in Sacramento - He reference the Land use and Permit Reqirements table. He said that they are concerned that when local agencies indicate "Recycling" is allowed with a use permit that that might mean a transfer station which is something that they regulate. I assured him that that wasn't the intent in this document. He said he probably would not send a letter then. We could probably clarify that it doesn't include transfer stations just to be clear.

That's all-

Kari

Ide, Maggie

From: Mark Capron [MarkCapron@VRSD.COM]
Sent: Wednesday, May 17, 2006 12:40 PM
To: Ide, Maggie
Subject: Downtown Specific Plan - Transportation

Dear Ms. Ide,

As you prepare the specific traffic impacts and mitigation measures needed to address transportation issues in the Downtown area, please be aware of coming changes in motor vehicle operation. The change to increased automation has been happening for some time, with or without the recommended Challenge. With the Challenge you could actually "Ensure that the transportation system is safe..." "Design roadway improvements ...minimize conflict between pedestrians, bicycles, and automobiles." The Challenge is described at http://GuardianAngelCars.org.

I am a bicycle commuter. I travel too fast to be using a sidewalk. I don't want a separate bicycle trail because they are less safe and aren't swept/maintained.

Mark E. Capron, P.E.
Ventura Regional Sanitation District
1001 Partridge Drive, Suite 150
Ventura, California 93003-0704
805-658-4606

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If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message. Thank you.

Ide, Maggie

From: oldbuenaventura [oldbuenaventura@yahoo.com]
Sent: Thursday, June 15, 2006 9:32 AM
To: Horn, Nicole; Councilmembers; Cole, Rick
Cc: Community Development; Shaffer, Jack; Long, Tracy; Jones, John; Boydstun, Scott; Strickland, Anna
Subject: Fwd: Conservancy - DSP 5 points

Date: Thu, 15 Jun 2006 09:06:57 -0700
To: nhorn@ci.ventura.ca.us, Ventura city council <council@ci.ventura.ca.us>, rcole@ci.ventura.ca.us
From: oldbuenaventura <oldbuenaventura@yahoo.com>
Subject: Conservancy - DSP 5 points
Cc: comdev@ci.ventura.ca.us
Bcc: stephen schafer <schaf@west.net>, Sherry Schafer <sherry@west.net>, Cynthia Thompson <cynthia@authenticventura.com>, Sherry Schafer <sherry@west.net>, Dorthea Phelan <antiquestudent@msn.com>, Jerry Breiner <jerry.breiner@earthlink.net>, Suzanne Lawrence <suztours@sbcglobal.net>, Dan Long <sandmand@pacbell.net>, Schaf <schaf@west.net>, Anna Strickland <lilacs@myyard.com>
X-Attachments:

June 15, 2006
Nicole Horn, Associate Planner
City of San Buenaventura Planning Department
501 Poli Street Ventura, California 93001

Subject: City of Ventura, Downtown Specific Plan
Re: San Buenaventura Conservancy Official Comments to the 2006 DSP Draft

The Downtown Specific Plan (DSP) offers the community's best opportunity to articulate a vision for its historical resources as an integrated part of our identity, economy and future. This isn't a new idea - the Chamber of Commerce was championing the importance of preservation back in 1912! This draft of the DSP represents a significant step forward for Ventura planning. The importance of preservation to our authentic downtown is stated clearly and repeatedly throughout the draft. The Vision Statement on page one eloquently sets the tone by stating: "Over the next ten years, Ventura will emphasize our history, culture and unique character to sustain the Downtown as our city's authentic heart...", also DSP Planning Principal Four states: "Preserve and enhance our Historic Character". And the concept is repeated again in Goal One, " ...this plan recognizes the value of the downtown as an authentic urban core with a rich heritage. The downtown's historic, archaeological and architectural resources contribute to an eclectic style... By preserving and enhancing that unique quality... this plan lays the groundwork for sustaining the downtown as the city center."

While the document unequivocally states the importance of historic resources to a revitalized downtown, it is relatively silent on how we get there. The San Buenaventura Conservancy therefore requests that the following changes and additions be made to the Downtown Specific Plan *before adoption*.

1. The DSP does an excellent job of illustrating how to integrate new development within the downtown, but is virtually silent on the reuse of existing buildings. On Page III-5, the Plan states that "As a departure from the 1993 Downtown Specific Plan, every evaluation standard necessary to design a project is now located within this plan." Since there are no evaluation standards for historic resources other than landmarks, it appears as though the city is turning its back on the very resources it claims to cherish.

In the DSP DEVELOPMENT CODE, only 13 out of 104 pages include the word historic. There should be an emphasis on protecting and reusing existing historic fabric proportional to that given to the Form Base Code for new development. In addition, existing historic structures provide the 'greenest' type of architecture yet there is no language that addresses this sustainability. Green buildings and sustainable developments are statements of our time, yet the DSP is without a substantial mention of the concept.

Historic buildings have a track record of being intertwined with arts districts and cultural projects. Historic preservation and adaptive reuse have historically been key to building momentum for the arts and often only a community preservation project can galvanize community pride, stimulate philanthropy, and allow for creative financing opportunities through historic preservation incentives.

In conclusion: Adaptive re-use should be a development priority and should be further illustrated and promoted in the DSP.

2. The current draft of the DSP does not address potential heritage resources. Nor has it communicated that these resources will be identified prior to the adoption of the plan. By only considering current landmarks, the plan is not consistent with current CEQA thresholds that require review of existing **AND POTENTIAL** districts and resources like the Elks Lodge or the Knights of Columbus building. Unidentified historic resources are vulnerable to projects that may create a "substantial adverse change" which is defined as "demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired" (PRC § 5020.1 (q)).

Historic Districts are vital to maintaining the character of downtown. A number of **potential** landmarks and historic districts were identified in the 1983 survey but never acted upon. Districts must be identified and evaluated in the Downtown Specific Plan and the Environmental Impact Report before it can be adopted.

A Cultural Resources Survey is required by State law and has been requested by the SBC. Without an adequate survey, each development proposal will be required to prepare its own Phase I Report, potentially adding months to the entitlement process.

The only preparation done to assess existing cultural resources prior to preparing the plan appears to be the "Historic Landmarks and Districts Report" (page I-9, "Assessing the Downtown", item 4). This report, is one of the "technical studies" commissioned by the City "aimed at providing the necessary foundationS" for the plan. In fact, the report is a 2003 list of the City's existing landmarks and identifies only 92 of the City's 97 designated resources.

In conclusion: The EIR Initial Study correctly identifies that the DSP will have significant impacts on cultural resources. All such resources should be identified in this plan and the EIR to avoid irreparable harm and provide clarity to landowners and the development community.

3. Although derived from historic building types, the proposed Form Based Code regulates only new construction and does not automatically ensure the preservation of the historic resources themselves. The Form Based Code is an excellent tool for filling in the gaps and ensuring new development is compatible with existing neighborhoods. Except for adjacent buildings, the development code is completely silent on historic resources. The Design Guidelines do include an approximation of the Secretary of the Interior's standards but is applied only to designated landmarks.

The DSP evaluates 1,600 housing units and over 600,000 square feet of commercial development in Ventura's downtown. The Downtown has only 40.72 acres of infill potential (table I-4) of which 10.2 acres has been determined to contain "Šdeteriorating buildings with less than 50 percent of anticipated density." The criteria for "deteriorating" is not defined and, without an accurate survey, is likely to include potentially significant historical resources. This build-out scenario equates to 41.25 dwellings per acre, NOT including the 600,000 feet of commercial development! It is unquestionable that the proposed build-out under the DSP will result in significant impacts and potentially adverse effects to heritage resources unless they are clearly identified and protected. Furthermore, the plan declares that, "to facilitate infill, the DSP encourages assembling smaller parcels (p. I-26 "Housing Renaissance)." These policies promote a demolition mentality.

In conclusion: The Form Based Code does not ensure adequate protection of historic resources or mitigate potential impacts to historic resources. Coupled with CEQA compliance, the City should adopt thresholds to codify DSP Planning Principal #4 "preserve and enhance our historic character". The assembling of smaller parcels at the expense of historic resources should be discouraged.

4. The definition of a Notable Building is confusing, unnecessary and incomplete. Why adopt a vague new title for "Historic Resource"? The treatment of historic resources should conform to accepted preservation practices and State law. Those definitions are outlined in: The California Register of Historic Resources, The National Register of Historic Places, CEQA, The Secretary of Interior Standards for The Treatment of Historic Properties, and the Ventura Municipal Code,§ 24.455.120 Definitions. Otherwise, the process is subjective and compromised, open to CEQA, and litigation.

The addition of a map/list of potential landmarks and districts to the Urban Standards/Land Use section will clarify development constraints as they relate to unidentified resources.

In conclusion: Delete the entire notable building overlay. Modify Action 1.2 page II-4 to direct people to the Historic Landmark Preservation Guidelines on page III-72. Add the Secretary of Interior Standards for The Treatment of Historic Properties to those Design Guidelines as the guiding principals under Historic Landmark Preservation page III-72. On page III-13 of the urban standards, again add Secretary of Interior standards and a reference to the applicability of existing resources AND POTENTIAL historic resources. Add potential districts map/list to Urban Standards page III-11.

5. The DSP must be consistent with the adopted 2005 Ventura General Plan in all policy actions. In the General Plan Policy 9D: Ensure proper treatment of archaeological and historic resources". The General Plan then states: "For any project in a historic district or that would affect any potential historic resource or structure more than 40 years old, require an assessment of eligibility for State and Federal register and landmark status and appropriate mitigation to protect the resource." (Action 9.19).

In conclusion: There is no current language in the Development Code of the DSP requiring this process, and it must be added.

Sincerely,
The San Buenaventura Conservancy Board of Directors

cc: Mayor Morehouse, City Council Members and City Manager Mr. Cole, HPC.

A copy of the 1983 list of POTENTIAL Landmarks and districts is available on disk and was included in the San Buenaventura Conservancy's DSP EIR NOP comments.

For clarification or to request the potential landmarks list please contact. mailto:webinfo@sbconservancy.org

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and cultural resources of San Buenaventura and surrounding areas. We seek to increase public awareness of, and participation in, local preservation issues, and disseminate information useful in the preservation of the structures and neighborhoods of San Buenaventura.

San Buenaventura Conservancy
PO Box 23263
Ventura Ca 93002

GIBSON, DUNN & CRUTCHER LLP
LAWYERS
A REGISTERED LIMITED LIABILITY PARTNERSHIP
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CITY OF SAN BUENAVENTURA
JUN 13 2006
COMMUNITY DEVELOPMENT

June 8, 2006

Direct Dial
(213) 229-7096
Fax No.
(213) 229-6096

Client No.
G 54185-00025

VIA OVERNIGHT COURIER

Maggie Ide, Associate Planner
City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93001

Re: *Comments to Notice of Preparation of EIR for Downtown Specific Plan*

Dear Ms. Ide:

On behalf of our client, Lloyd Properties, would like to take this opportunity to provide comments on the Notice of Preparation of a Draft Environmental Impact Report for the 2006 Ventura Downtown Specific Plan (the "NOP").

The NOP identifies five topics that the draft environmental impact report ("Draft EIR") will examine: air quality, cultural resources, land use and planning, utilities/service systems and transportation/traffic. The following impacts should be added to that list: aesthetics, population and housing, noise and recreation. These additional impacts need to be considered in order to allow the City Council to fully understand the ramifications of Ventura's draft downtown specific plan, dated April 2006 (the "Draft Specific Plan"). Moreover, by expanding the range of impacts analyzed in depth, this "program" EIR will allow both public and private developers to "tier" off the program EIR in the future, and, consistent with CEQA, will allow the City to implement the "vision" embodied in the Specific Plan in the most expeditious and efficient manner.

Because of the potentially dramatic impacts of the "catalytic projects" described in the Draft Specific Plan, an in depth review of these projects, at each possible location, is required. For example, the Draft EIR should consider the environmental impacts of the multi-modal transit center as they might arise at each of the locations being considered. The impacts reviewed should include air quality, cultural resources, land use and planning, utilities/services,

transportation/traffic, parking, aesthetics, population and housing, noise and recreation, as well as possible alternative uses for each identified site that might eliminate some or all of the potential impacts. It would be useful to provide the analysis in a format that will permit the decision makers to compare the impacts and benefits of these uses at each of the locations being considered.

As indicated in comments from Lloyd Properties regarding the Draft Specific Plan,[1] we believe the Draft Specific Plan should specify the preferred site for catalytic project number one (the multi-modal transit center) so that the Specific Plan project impacts can be analyzed in the context of the range and location of expected uses. The location of a multi-modal transit center will have important impacts on the future of downtown and will be a factor in the impacts of the Specific Plan and, thus, should be fixed at this time. Regardless of whether a multi-modal transit site is chosen now, the draft EIR should consider the impacts of the transit center on several locations, in order to clearly understand the impacts of alternative sites.

Similarly, because the Draft Specific Plan is not definitive on allowable land uses for the three focus areas, we recommend that the draft EIR consider the environmental impacts of a range of reasonably foreseeable developments, consistent with the Specific Plan, on the each of the three focus areas. Because the Triangle Site is both a focus area and a possible catalytic site (multi-modal transit center), the Triangle Site merits particular attention, including consideration of a multi-family residential project, permitted by right under UG-3, as well as a multi-model transit use. Because the existing zoning has permitted a hotel use for years without producing a hotel project (despite the booming real estate market) it is reasonable for the EIR to conclude that a hotel use on the Triangle site is unlikely. In order to demonstrate the foreseeability of a residential project (as opposed to hotel lodging) on the Triangle site, we believe the EIR should include information regarding the occupancy rates of surrounding hotels, including the Pierpont Inn next door to the Triangle Site.

Moreover, the environmental review of any development on the Triangle Site into a multi-modal transit center would need to take into account the following factors:

- The Triangle Site is located far from the core of downtown;
- The surrounding uses are low density residential, with the higher density residential uses slated for the core of downtown. Other possible multi-modal sites (Fairgrounds, California/Harbor Site and the unnamed site bounded by Thompson, Ash, Front and

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[1] Lloyd Properties' letter regarding the Draft Specific Plan will be addressed to Nicole Horn, Planning Division, with a copy to you.

Fir Streets) are closer to the higher density housing, visitor destinations and the core of downtown;

- Vehicular and bicycle access to the Triangle Site is difficult because it is bounded by the freeway on one side and the train tracks on the other;

- Safety issues arising from the need to cross the train tracks to access the site also make the Triangle Site a poor choice for a multi-modal transit center;

- A transit center alone is not an economically viable use. Because of the site's unique circumstances, including its distance from the downtown core and its limited access, it is not a good site for retail uses that might be compatible with transit uses. The net effect of putting the multi-modal facility on the Triangle Site would be to eliminate the possibility of any development on this important "focus area" in the foreseeable future;

- There is an existing Amtrak stop and a large supply of underutilized parking located at the Fairgrounds, making the Fairgrounds a more efficient, sustainable and less consumptive choice for the multi-modal transit center;

- Pursuant to Coastal Act policies, the Fairgrounds is a better site for multi-modal transit because it provides easy access to low-cost, visitor-serving recreation, namely the promenade, the bike-path, the beach and the core of downtown; and

- The City's upcoming improvements on Figueroa Street and the California Street bridge over the freeway, which will re-connect the beach and the Fairgrounds to the core of downtown.

In studying residential uses on the Triangle Site, the draft EIR should consider the following factors:

- The Triangle Site is one of the only locations large enough to create the community-based housing concept as contemplated by the "courtyard" housing in the new "form-based code;" and

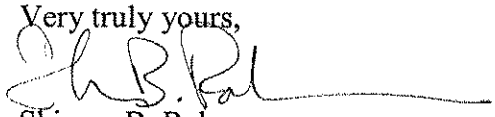
- The Triangle Site provides a unique opportunity to contribute to a "new art city" by allowing live-work units, affordable to the artists in the nearby arts community.

Finally, the NOP notes that Draft Specific Plan must be consistent with the policies of California Public Resources Code Sections 30000-30900 (the "Coastal Act"), which prioritizes, among other things, public access to the beach and low-cost visitor serving recreational uses.

(Initial Study at 29.) Therefore, the draft EIR should fully consider the Specific Plan's consistency with the Coastal Act.

We hope these comments provide specific examples of how the draft EIR can be prepared to address the goals of the City. Please feel free to contact me with any questions or comments.

Very truly yours,



Shireen B. Rahnema

cc: Honorable Carl E. Morehouse, Mayor
Honorable Christy Weir, Deputy Mayor
Honorable Neal Andrews, City Councilmember
Honorable Brian Brennan, City Councilmember
Honorable James L. Monahan, City Councilmember
Honorable Bill Fulton, City Councilmember
Honorable Ed Summers, City Councilmember
Rick Cole, City Manager
Nelson Hernandez, Community Development Director
Nicole Horn, Planning Division
Larry C. Bucher, President CEO, Lloyd Properties
Gary Brummett, Executive Vice President CFO, Lloyd Properties
Francis J. Cribbs, Assistant Secretary, Lloyd Properties
Jane Wingfield, Esq.
Amy Forbes, Esq.

San Buenaventura Conservancy
1.800.701.7237

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June 12, 2006

RECEIVED
JUN 1 3 2006
Community Development
PLANNING DIVISION

To: Maggie Ide
City Hall of San Buenaventura
Planning Department
501 Poli Street
Ventura, California 93001

Subject: City of Ventura, Downtown Specific Plan EIR, Notice of Preparation
Re: San Buenaventura Conservancy Official Comments

The San Buenaventura Conservancy (SBC) is an agency acting as advocate for the preservation of Ventura's prehistoric resources, historic structures, districts and cultural resources. The SBC board of directors is recommending further scoping to the EIR being prepared for the 2006 Downtown Specific Plan (DSP).

The importance of the preservation of our authentic downtown is eloquently stated in the Vision Statement on page one of the Downtown Specific Plan Draft, "Over the next ten years, Ventura will emphasize our history, culture and unique character to sustain the Downtown as our city's authentic heart..." Then again as DSP Planning Principal Four*. "4. Preserve and Enhance our Historic Character". And again in as Goal One**, " ...this plan recognizes the value of the downtown as an authentic urban core with a rich heritage. The downtown's historic, archeological and architectural resources contribute to an eclectic style... By preserving and enhancing that unique quality... this plan lays the groundwork for sustaining the downtown as the city center."

Since the fragility and importance of Ventura's rich historic and prehistoric heritage is not at issue, the SBC is recommending the expansion of the EIR's scope to more clearly identify resources and more accurately predict the impacts on the historic center of Ventura, the downtown.

The need for an EIR is based upon the premise that the 2006 DSP will have potentially significant impacts on Cultural Resources. This EIR will address the impact of over 1600 housing units and over 600,000 square feet of commercial development in Ventura's downtown. The downtown includes, by city estimates, only 21.26 acres of vacant land and only 40.72 acres of infill potential*** (This equates to 41.25 dwellings per acre – NOT including the 600,000 feet of commercial development!). Buildout under this new specific plan will result in significant impacts to heritage resources. Such impacts are inevitable because the land within the plan area is largely built out, and has been occupied continuously for over two hundred years. Prior to the historic period, it was occupied for thousands of years by the Chumash and their predecessors.

Many "old" downtown buildings will be considered tear-downs because of Ventura's high property values, and the potential for the loss of historic fabric is significant. The only means of accurately determining if these "old" buildings are in fact potential landmarks or contribute to historic districts will be to comprehensively evaluate them. Since "potential" resources and "potential" districts are not reviewed or listed anywhere in the DSP in any up-to-date form, the SBC feels that the sites listed as potentially eligible for local, state and/or national registers on pages 12-15 of the *1983 Cultural Resources Inventory* (Triem, July 1983) should be included and assessed in the

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EIR and the DSP. The SBC has attached this data exactly as it was listed the 1983 Cultural Resource Inventory.

Potential and existing heritage resources are usually included and evaluated in Specific Plan EIRs. Yet at this time, the EIR does not address potential landmarks and districts because they are not included in the DSP, and the DSP will not address potential landmarks and districts because it is not called for in the EIR, even though significant impacts to these resources are assured by the adoption of the DSP. In DSP section I-9 "Assessing the Downtown", the methodology for assessing cultural resources was that "the City commissioned special technical studies aimed at providing the necessary foundation". The study referred to in item #4 is the "Historic Landmarks and Districts Report", In fact, there was no new study or a technical report conducted by preservation professionals. This "technical study" is the 30 year old 'Historic Landmarks & Districts' list of 92 already designated resources last updated in 2003. This list cannot be the basis for preservation review in the downtown as it is clearly out of date. The DSP actually calls for an updated citywide survey, and short of that survey's completion, there must be other resources brought to bear on the downtown's many historic buildings, an interim solution that – at the least – puts up a red flag to any proposed development seeking to endanger a potential historic resource.

The SBC believes the scope of the EIR must include content about potential historic districts, the need for a city-wide preservation plan and the need for an updated Cultural Resource Inventory to establish a threshold for CEQA review of residential and commercial development in the downtown over the next 10 years.

When adopted, the new DSP should be able to direct interested developers to a complete, up-to-date inventory of all the prehistoric and historic resources, and all *Potential* resources in order to create a clear, unambiguous list of where 1600+ new housing units and 600,000 feet of new commercial space can be developed while enhancing and not destroying the delicate historic fabric of downtown.

The SBC feels the EIR should also include content about the benefits of adaptive reuse and the potential for reuse to mitigate negative environmental impacts of development and adverse effects to historic and prehistoric resources. It should also address sustainable development (Green Building) and the sustainable qualities inherent in the adaptive reuse of existing historic structures.

In conclusion, an EIR that does not delve more deeply into the impacts facing historic and prehistoric resources in Ventura's downtown, is an EIR that does not acknowledge the importance of the authentic, significant, cultural and historic jewels that we have been blessed with in our downtown. The passages quoted in the introduction to this letter imply that the new DSP is preservation minded, but if historic preservation is not properly assessed in the EIR those passages are just words without meaning.

Sincerely,

San Buenaventura Conservancy Board of Directors

* DSP draft page I-8, principal #4. ** DSP draft page I-12, first paragraph. *** DSP draft table I-4.

cc: Mayor Morehouse, City Council Members, City Manager Mr. Cole, Kari Gialketsis, David Ward, Nicole Horn and Historical Preservation Committee.

attachments: 1983 Potential landmarks and districts list, also available on disk.

1983 Potential Landmarks and Districts List

Potential Local Landmarks/Landmark Districts

The following structures are recommended as potential landmarks and landmark districts. The criteria for selection of these structures is included in the appendix. This list is not all inclusive and may be added to. The structures that deserve immediate attention are those that for reason of their age, location and integrity should be selected first. The remaining structures/districts may be selected, over time, when one or more of the following takes place: The building has regained its original integrity (asbestos shingles removed, commercial buildings removed from front of residences, etc.); there are fewer examples of the style (California Bungalow, Period Revival of the 1920s); new historical information is gathered on the structure that may increase its significance; threat to the structure.

(COUNT: 48 Landmarks/9 Districts = LOCAL LEVEL)

Downtown Ventura

Ann Street	: 70 North
Ash Street	: 11 South, 200 South Block – District
Buena Vista Street	: 697, 721, 831, 1081, 1219
California Street	: 144 South, 200 South
Fir Street	: 100 North (District), 144 South and 158 South
Kalorama	: 245 South, 305 South
Laurel Street	: 71 North
East Main Street	: 315-21, 327-31, 353-55, 443, 451-61, 487, 597, 695-97 (District with Fir Street), 721, 800 Block (north side District), 900 Block (both sides District) Cemetery Park, 1200
Meta Street	: 1183
Palm Street	: 168 South, 180 South, 84 North
Poli Street	: 413; 501 (Sheriff's Building); 637-39; 700 Block (north side District); 869, 1093, 1100-122 and 140 N. Ann (north side district), 1293
Santa Clara Street	: 466-82, 540, 767, 793, 800 Block-(south side District), 913, 993, 1033, 1053, 1065, 1156-1180 (District), 1338
Thompson Blvd.	: 351, 856

Master Lists of Buildings Selected for the State Historic Resources Inventory

Some of the buildings are submitted as blocks because they are more significant as a group of buildings than as individual buildings. Buildings submitted this way will have the term "district" after the listing and surrounded by brackets.

(COUNT: 174 Landmarks/16 Districts= STATE LEVEL)

DOWNTOWN AREA:

North Aliso Street:

(136, 144, 160, 194 – east side; 143, 153, 163, 193 – west side) – DISTRICT

Ann Street:

(N) 70 North, 81 North, 93 North

Ash Street:

(N) 41, 95, 46, 94, (S) 11, 40, 82, 94, 162, (200 Block east side – 230, 238, 244, 252, 254-58, 266, 278) - DISTRICT

Brakey Road:

419, Grant Park Arch and Father Serra Cross

1983 Potential Landmarks and Districts List continued

Buena Vista Street:
697, 721, 787, 831, 1081, 1169, 1219, 1232, (1400 Block – south side, 1444, 1456, 1474, 1482, 1494) –DISTRICT

California Street:
(N) 39/(S) 128, 144, 53-57, 69, 200

Chestnut Street:
(W) 42, 87, (S) 26

Crimea Street:
(S) 37-39

Figueroa Street:
(S) 107, 143, Surfer's Point Park/Site of Village Shisholop

Fir Street:
(W) (31, 43, 57, 59, 85-87 (west side), 40, 58, 62-66, 92-92 1/2 (east side)) District; (N) 121/(S) 36-38, 144, 46, 158, Ventura Pier – Harbor Blvd, between Fir and California Street.

Front Street:
809, 825, 934

Hemlock Street:
(N) (40, 54, 66, 82, 94/39, 50, 69, 81) DISTRICT, (S) 155, 257, 274.

Kalorama Street:
(N) 33/(S) 60, (122, 134, 144, 156), DISTRICT; 245, 305

Main Street:
(W) 2, 215, 230/(E) 225-231, 230, 315-321, 327-331, 353-355, 375, 394, 401, 443, 451-461, 467, 487, 494, 569-73, 597, 598, 651, 692, 695-97, 721, 748-52, (835, 857, 867, 879-85, 895) DISTRICT, 800, 854, 880, 896, (901, 929-31, 943, 953, 973) DISTRICT, (902, 920, 932, 942, 958, 964-76, 982, 996) DISTRICT, 1006, 1093, 1206, 1234-36, 1344.

Meta Street:
(1082, 1094/1057, 1069, 1081, 1091) DISTRICT; 1183, (1206, 1212, 1220, 1242-46, 1252-56/1243, 1255, 1267, 1279, 1293) DISTRICT

Oak Street:
(N) 31, 46, 50, (S) 27, 51, 76

Palm Street:
(N) 34, 73, 84, (S) 132, 168, 180, 167

Poinsettia Place:
915

Poli Street:
335, 413, 501 (Annex and Courthouse), Father Serra Statute, 570-72, 605, 637-39, 688, (701, 725, 743, 793) DISTRICT, 847, 869, 952, 1029, 1081, 1093, 1106, (1109, 1129, 1141, 1157, 1169, 1183, 1193 plus 122 and 140 North Ann Street) DISTRICT; 1244, 1293, 1407, 1429.

Santa Clara Street:
(w) 235, (E) 466-82, 540, 675, 739 (tree), 767, 793, (830, 844-48, 856, 880, 894) DISTRICT, 833, 845, 889, 913, 969, 958, 970, 993, 1033-37, 1053, 1065, 1082, 1106, 1120, (1156, 1164-70, 1180-82) DISTRICT, 1203, 1271, 1311, 1338, 1351

Thompson Blvd.:
San Miguel Chapel site, 300 block, 351, 557, 585, (608, 620, 632, 644, 658, 670, 682, 692) DISTRICT, 806, 844, 856, 954, 1023

1983 Potential Landmarks and Districts List continued

Potential List of National Landmarks/Landmark Districts
The following structures are recommended for the National Register of Historic Places: This list is by no means inclusive and buildings may be added as necessary.
(COUNT: 27 Landmarks = NATIONAL LEVEL)

Downtown Ventura

Ash Street	:	82 South
Laurel Street	:	101 South
Main Street	:	215 West, 2 West, 394 East, 451-61 East, 495 East, 597 East, 598 East, 721 East, 835, 896, 902 East
Palm Street	:	168, 180 South
Poli Street	:	501 (Sheriff's Building), 605, 637-39, 1200 Block + 122 and 140 North Ann.
Santa Clara Street	:	235 West, 793 East, 993, 1065
Thompson Blvd.	:	351, 856

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FACSIMILE TRANSMISSION INFORMATION

June 12, 2006

TO:
Mr./Ms.: Maggie Ide
Company: City of San Buenaventura
City, State: Ventura, CA
Facsimile No.: (805) 653-0763
Main Telephone: (805) 654-7893

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Our File Number: R 54185-00025 Fax: (213) 229-6096 Email: SRahnema@gibsondunn.com

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June 8, 2006

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VIA OVERNIGHT COURIER

Maggie Ide, Associate Planner
City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93001

Re: *Comments to Notice of Preparation of EIR for Downtown Specific Plan*

Dear Ms. Ide:

On behalf of our client, Lloyd Properties, would like to take this opportunity to provide comments on the Notice of Preparation of a Draft Environmental Impact Report for the 2006 Ventura Downtown Specific Plan (the "NOP").

The NOP identifies five topics that the draft environmental impact report ("Draft EIR") will examine: air quality, cultural resources, land use and planning, utilities/service systems and transportation/traffic. The following impacts should be added to that list: aesthetics, population and housing, noise and recreation. These additional impacts need to be considered in order to allow the City Council to fully understand the ramifications of Ventura's draft downtown specific plan, dated April 2006 (the "Draft Specific Plan"). Moreover, by expanding the range of impacts analyzed in depth, this "program" EIR will allow both public and private developers to "tier" off the program EIR in the future, and, consistent with CEQA, will allow the City to implement the "vision" embodied in the Specific Plan in the most expeditious and efficient manner.

Because of the potentially dramatic impacts of the "catalytic projects" described in the Draft Specific Plan, an in depth review of these projects, at each possible location, is required. For example, the Draft EIR should consider the environmental impacts of the multi-modal transit center as they might arise at each of the locations being considered. The impacts reviewed should include air quality, cultural resources, land use and planning, utilities/services,

transportation/traffic, parking, aesthetics, population and housing, noise and recreation, as well as possible alternative uses for each identified site that might eliminate some or all of the potential impacts. It would be useful to provide the analysis in a format that will permit the decision makers to compare the impacts and benefits of these uses at each of the locations being considered.

As indicated in comments from Lloyd Properties regarding the Draft Specific Plan,[1] we believe the Draft Specific Plan should specify the preferred site for catalytic project number one (the multi-modal transit center) so that the Specific Plan project impacts can be analyzed in the context of the range and location of expected uses. The location of a multi-modal transit center will have important impacts on the future of downtown and will be a factor in the impacts of the Specific Plan and, thus, should be fixed at this time. Regardless of whether a multi-modal transit site is chosen now, the draft EIR should consider the impacts of the transit center on several locations, in order to clearly understand the impacts of alternative sites.

Similarly, because the Draft Specific Plan is not definitive on allowable land uses for the three focus areas, we recommend that the draft EIR consider the environmental impacts of a range of reasonably foreseeable developments, consistent with the Specific Plan, on the each of the three focus areas. Because the Triangle Site is both a focus area and a possible catalytic site (multi-modal transit center), the Triangle Site merits particular attention, including consideration of a multi-family residential project, permitted by right under UG-3, as well as a multi-model transit use. Because the existing zoning has permitted a hotel use for years without producing a hotel project (despite the booming real estate market) it is reasonable for the EIR to conclude that a hotel use on the Triangle site is unlikely. In order to demonstrate the foreseeability of a residential project (as opposed to hotel lodging) on the Triangle site, we believe the EIR should include information regarding the occupancy rates of surrounding hotels, including the Pierpont Inn next door to the Triangle Site.

Moreover, the environmental review of any development on the Triangle Site into a multi-modal transit center would need to take into account the following factors:

- The Triangle Site is located far from the core of downtown;
- The surrounding uses are low density residential, with the higher density residential uses slated for the core of downtown. Other possible multi-modal sites (Fairgrounds, California/Harbor Site and the unnamed site bounded by Thompson, Ash, Front and

---

[1] Lloyd Properties' letter regarding the Draft Specific Plan will be addressed to Nicole Horn, Planning Division, with a copy to you.

(Initial Study at 29.) Therefore, the draft EIR should fully consider the Specific Plan's consistency with the Coastal Act.

We hope these comments provide specific examples of how the draft EIR can be prepared to address the goals of the City. Please feel free to contact me with any questions or comments.

Very truly yours,

Shireen B. Rahnema

cc: Honorable Carl E. Morehouse, Mayor
Honorable Christy Weir, Deputy Mayor
Honorable Neal Andrews, City Councilmember
Honorable Brian Brennan, City Councilmember
Honorable James L. Monahan, City Councilmember
Honorable Bill Fulton, City Councilmember
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Gary Brummett, Executive Vice President CFO, Lloyd Properties
Francis J. Cribbs, Assistant Secretary, Lloyd Properties
Jane Wingfield, Esq.
Amy Forbes, Esq.

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June 9, 2006

Nicole Horn, Planning Division
City of Ventura
Community Development
501 Poli Street, Room 121
Ventura, CA 93001

Re: *Comments to Downtown Specific Plan*

Dear Ms. Horn:

We appreciate the opportunity to provide comments on Ventura's Draft Downtown Specific Plan, dated April 2006 (the "Draft Specific Plan"). In general, the Draft Specific Plan does an excellent job of recognizing the importance of Ventura's downtown as a residential and commercial center, and the need to sensitively plan for the future. Our comments, generally, build on the underlying themes of the Plan and emphasize opportunities to create an "around-the-clock" downtown that will be friendly to visitors and residents alike. In reviewing the Specific Plan we have concluded that locating a multi-modal transit center at the Triangle Site (Focus Area C) is contrary to the overarching goals of the Specific Plan, and urge the City to select from among the other alternative locations prior to submission to the Coastal Commission.

For your convenience we have attached a copy of the Draft Specific Plan with our specific comments inserted throughout the document. In the body of this letter, we have included (1) a discussion of why we believe the Triangle Site is not the appropriate location for a multi-modal transit center and (2) information demonstrating the consistency of the Draft Specific Plan with the policies of the California Public Resources Code sections 30000-30900 (the "Coastal Act").

I. Multi-Modal Transit Center

We believe that the revised Downtown Specific Plan should designate a preferred site for a multi-modal transit center because the location of a transit center will have important impacts on future development in the downtown area. For example, future density should be focused around a multi-modal transit center. Similarly, locating a multi-modal transit center in an inaccessible location will surely cause the facility to be underutilized. The location of the multi-modal transit center is a significant component of the downtown community, which should be fixed at this time, to allow for appropriate planning of land uses adjacent to the facility. However, even if the decision makers do not revise the Specific Plan to reflect a single transit center site, the Draft Specific Plan should recognize the following:

- The Triangle Site is too far from the center of downtown to encourage use of public transportation by the people who visit and work in downtown;

- The surrounding residential uses are low density and far from the higher density residential uses anticipated for the core of downtown. Three other possible transit sites (Fairgrounds, California/Harbor Site and the unnamed site bounded by Thompson, Ash, Front and Fir Streets) are all closer to the higher density housing, visitor destinations and the core of downtown;

- Vehicular and bicycle access to the Triangle Site is difficult because it is bounded by the freeway on one side and the train tracks on the other;

- Safety issues arising from the need to cross the train tracks to access the site also make the Triangle Site a poor choice for a multi-modal transit center;

- A transit center alone is not an economically viable use. Because of the site's unique circumstances, including its distance from the downtown core and its limited access, it is not a good site for retail uses that might be compatible with transit uses. The net effect of putting the multi-modal facility on the Triangle Site would be to eliminate the possibility of any development on this important "focus area" in the foreseeable future;

- There is an existing Amtrak stop and a large supply of underutilized parking located at the Fairgrounds, making the Fairgrounds a more efficient, sustainable and less consumptive choice for the multi-modal transit center;

- Pursuant to Coastal Act policies, the Fairgrounds is a better site for multi-modal transit because it provides easy access to low-cost, visitor-serving recreation, namely the promenade, the bike-path, the beach and the core of downtown. This, together with the advantages of the existing Amtrak stop and parking, could make the Fairgrounds site worthwhile despite the potential difficulties of negotiations with another governmental entity;

- The South Coast Area Transit's ("SCAT") preferred location is the site bounded by Ash and Thompson Streets. During the workshop on May 31, 2006, SCAT representatives presented their future plans/bus routes in Ventura based on the multi-modal transit center being placed at Ash and Thompson Streets. This location is preferred being that it is just off Main Street and is very convenient for visitors, residents and SCAT bus drivers. Additionally, this location off Main Street would help support the "park once" strategy outlined in the Specific Plan.

We believe that the Triangle Site would be more appropriate for residential uses because of the following:

- It is one of the only locations large enough to create the community-based housing concept as contemplated by the "courtyard" housing in the new "form-based code;" and

- It provides a unique opportunity to contribute to a "new art city" by allowing live-work units for artists in the nearby arts community.

In order to address the aforementioned concerns. we propose that the following italicized paragraphs be added to the end of the discussion of "Catalytic Project No. 1 -- Multi-Modal Transit Center" on page I-38 of the Draft Specific Plan:

At the Triangle Site, a focus on retail is unlikely to provide the needed revenue because the site is difficult to access and located far from the center of downtown.

More generally, because the Triangle Site is far from the center of downtown (and on the wrong side of the tracks) it will not encourage the use of public transportation by downtown visitors and workers. Unlike several of the other sites that were under consideration as a multi-modal transit center, vehicular and bicycle access to the Triangle Site is difficult because it is bounded by the freeway on one side and the train tracks on the other.

While the Crown Plaza parking lot is ideally located, the site is too small to accommodate the multi-modal transit center, parking and visitor-serving retail.

In contrast, the Fairgrounds is a more appropriate location for a multi-modal transit center because it is closer to the higher-density housing, visitor destinations and the core of downtown. Most significantly, the Fairgrounds already has an Amtrak stop and existing, significant, underutilized parking capacity, making it one of the more efficient and less consumptive choices for a transit center. Furthermore, a multi-modal transit center at the Fairgrounds would provide easy access to low-cost recreation, namely the promenade, bike-path, beach and downtown core. Finally, because the City is already investing in improvements on Figueroa Street and the California Street bridge, locating transit at the Fairgrounds will reconnect both residents and visitors to the beach and the core of downtown.

One or more additional sites on the inland/north side of the railroad tracks presented additional opportunities. The additional sites are: (a) the block bounded by Thompson, Ash, Front, and Fir Streets and (b) the site on or around the mini-storage facility. While both are nearly as far from downtown as the Triangle Site, both are more accessible, as users will not have to cross the tracks to access the station. The "mini storage site" provides the additional advantage of the existing slip-track which would enhance the City's ability to reach an amicable agreement with Amtrak. It would also further the goals of the Coastal Act as it would not eliminate visitor-serving uses (the Vagabond Hotel), but would eventually eliminate the mini storage, which currently blocks visual access to the ocean. **[The City should insert its choice for the multi-modal center here]**

We also propose that discussion of "Focus Area C -- The Triangle Site" on page I-47 of the Draft Specific Plan be replaced with the following italicized text:

> *At approximately 11 acres, the Triangle Site represents the largest undeveloped area in Downtown and its ultimate build out provides an important opportunity to achieve the goals of this plan. The site has a number of opportunities such as its size and incredible ocean views. It also has a number of constraints, including: adjacency to the freeway; adjacency, at a level grade, to railroad tracks along the northern border; and limited vehicular and pedestrian access to the core of Downtown which lies to the east. Development of the site should include a mix of uses: live-work units, affordable to artists in the nearby arts community, thereby, contributing to a "new art city"; community-based housing as contemplated in the "courtyard" housing included in the new "form-based code"; and a linear park along the southern oceanfront boundary providing both physical and visual beach access. A park along the southern boundary would link the property to the Promenade and the beach by utilizing the existing pedestrian bridge over the 101 freeway. Such linkage will provide public access to the beach and contribute to the "place-making transformation" sought for the Catalytic Project No. 4 -- the Promenade.*
>
> *Among the other issues to be addressed by development of this area are:*
>
> - *Pedestrian, bikes, transit, and vehicular connections to the Downtown;*
> - *Noise associated with the freeway and railroad tracks;*
> - *The public corridor view protection from properties to the north;*

II. Consistency with Coastal Act Policies

California Public Resources Code sections 30000-30900 (the "Coastal Act") requires consideration of the effect of local actions on the following policies: public access, recreation, marine environment, land resources, development and industrial development. The following sections explain how the Draft Specific Plan is consistent with the public access and recreation policies.

A. Public Access to the Beach

The Coastal Act requires new developments to include "public access from the nearest public roadway to the shoreline and along the coast." (Coastal Act § 30212.) The Draft Specific Plan is consistent with this policy because it:

- addresses the need to reconnect the downtown to the beach (Draft Specific Plan at I-7);
- includes "Beach Connections" as its Catalytic Project 3 (Draft Specific Plan at I-43);

- recognizes the importance of the $1.2 million dollar capital improvement project ("CIP") on the California Street Bridge in order to make the bridge a more pedestrian-friendly way to access the beach from downtown (Draft Specific Plan at I-43);

- seeks to strengthen and reinforce the pedestrian character of Figueroa Street south of Santa Clara Street to the beach by providing pedestrian scale lighting, street trees, sidewalk upgrades and public art under the Highway 101 bridge (Draft Specific Plan at I-43);

- emphasizes the reconfiguration of San Jon Road, which connects downtown to the beach, to make it more pedestrian friendly (Draft Specific Plan at I-43);

- recognizes the significance of transformation to the beachfront promenade (Draft Specific Plan at I-44); and

- requires all new shoreline development (including anti-erosion or other protective structures) to retain or provide public access in a manner consistent with the Coastal Act (Draft Specific Plan at II-18).

B. Recreation

The Coastal Act also states that "lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible provided. Developments providing public recreational opportunities are preferred." (Coastal Act § 30213.) Similarly, the Coastal Act seeks to protect oceanfront land suitable for recreational use (Coastal Act § 30221) and states that "visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development." (Coastal Act § 30222.) The Draft Specific Plan is consistent with these recreation policies because it:

- seeks to maintain and restore the beachfront promenade, a visitor-friendly, low-cost recreational facility, as its Catalytic Project No. 4 (Draft Specific Plan at I-44);

- encourages development and events that "activate the public realm" by maintaining and enhancing parks, streetscapes and open spaces, thereby providing low-cost visitor serving uses (Draft Specific Plan at II-15);

- enhances the public realm through careful placement and design of trees, public art, street furnishings, bike racks, landscaping, signage, newsstands, street lights, paving and receptacles (Draft Specific Plan at II-16);

- seeks to reconnect downtown to the beach and promote other linkages to natural areas, such as the hillsides and Ventura River, thereby enhancing recreational places for future visitors to enjoy (Draft Specific Plan at II-18; Policy 3C);

- authorizes visitor-serving uses such as parks, lodging, bed & breakfast, restaurant, retail, museum/theater and library, in a wide range of zones throughout the downtown area (Draft Specific Plan at III-8); and

- prioritizes economic diversity, which will encourage both residential and retail uses, affordable to a range of income levels, thereby helping to establish an around-the-clock community friendly to visitors and residents alike (Draft Specific Plan at II-20; Policy 4B).

III. Conclusion

In conclusion, we believe that the Downtown Specific Plan should (1) further emphasize visitor-serving uses and low-cost recreation; (2) select a preferred site for the multi-modal transit center; (3) more fully consider the advantages of locating residential uses on the Triangle Site; and (4) demonstrate the Specific Plan's consistency with the Coastal Act. We hope these comments provide specific examples of how the Draft Specific Plan can be revised to address these four goals. We would be happy to provide you with electronic versions of the comments contained in this letter and/or the attached text, if that would be helpful to you. Please feel free to contact me or Jane Wingfield, Esq. at (310) 459-9191 or Shireen Rahnema, Esq. at (213) 229-7096 with any questions or comments.

Very truly yours,

LLOYD MANAGEMENT CORPORATION
Managing General Partner

Larry C. Bucher
President and CEO

cc: Honorable Carl E. Morehouse, Mayor
Honorable Christy Weir, Deputy Mayor
Honorable Neal Andrews, City Councilmember
Honorable Brian Brennan, City Councilmember
Honorable James L. Monahan, City Councilmember
Honorable Bill Fulton, City Councilmember
Honorable Ed Summers, City Councilmember
Rick Cole, City Manager
Nelson Hernandez, Community Development Director
Maggie Ide, Associate Planner
Jane Wingfield, Esq.
Shireen Rahnema, Esq.

I. OVERVIEW

ENVISIONING THE FUTURE

VISION STATEMENT

OVER THE NEXT TEN YEARS, VENTURA WILL EMPHASIZE OUR HISTORY, CULTURE AND UNIQUE CHARACTER TO SUSTAIN THE DOWNTOWN AS OUR CITY'S AUTHENTIC HEART – THE PRE-EMINENT ARENA FOR CIVIC AND ARTISTIC LIFE AND THE PREFERRED LOCATION FOR RETAIL AND OFFICE COMMERCE.

Main Street existing streetscape

INTRODUCTION

"Downtown Ventura is to be a thriving and integrated district of civic, cultural, commercial, recreational and residential activities." So began the 1993 Downtown Specific Plan which guided more than a decade of successful revitalization:

- Main and California Streets have come back to life as the "central spines of activity", fulfilling the 1993 vision that the-then struggling Downtown would one day be the "logical place to go find one's friends, have a cup of coffee, buy a book or simply relax and watch the people go by."
- A new cineplex, public parking structure and streetscape improvements have served as catalytic drivers of renewed vitality, achieving the goal of "infusing the streets with activity throughout the day and evening."
- Major new housing developments are finally underway, not only living up to the aim of "insuring a diverse residential population" but also the standard of "demanding the highest quality in new development."

This 2006 Downtown Specific Plan builds on the first plan's accomplishments, assesses our new challenges and spells out what we need to do to succeed in the decade ahead. It also addresses the limitations of the 1993 plan, particularly through our new form-based code that through interim use has brought greater clarity and discipline to the goal of engendering buildings that "insure the continued liveability and vitality of the Downtown and contribute to a memorable city identity."

Summary of Comments on Ventura Downtown Specific Plan_APL_v2.pdf

Page: 5

Author:
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and visitor-serving

ENVISIONING THE FUTURE

SPECIFIC PLAN GOALS

1. Ventura's Unique Character

Preserve Ventura's special sense of place by insisting on the highest standards of architecture, urban design and landscaping so that new development compliments the eclectic architecture and historic richness of our Downtown.

2. California's New Art City

Weave art and culture into the fabric of everyday life in the Downtown through the growth and expansion of cultural institutions and by nurturing creative and artistic expression in the public realm.

3. Animating the Public Realm

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

4. Economic Diversity

Establish the Downtown as the preferred place to work as well as live or visit. Ensure the future economic stability of the Downtown by providing an active daytime workforce in offices and studios and by promoting successful retailing, tourism and the provision of high-wage, high value jobs.

5. Housing Renaissance

Provide high quality, urban housing for a diverse range of income levels. Encourage efficient utilization of the Downtown's limited land resources by promoting infill development.

6. Mobility in Transportation

Create an integrated transportation system the effectively serves the Downtown area, making the Downtown a place where people prefer to walk, bike or ride public transit rather than drive a car.

7. "Park Once" Management Strategy

Efficiently manage demand for Downtown parking to accommodate visitor, commuter and resident parking needs.

8. Sustainable Infrastructure

Safeguard public health, safety and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems. Continue to ensure public services keep pace with new development in the Downtown.

Today, Downtown Ventura's revived economic vitality represents both a challenge and an opportunity. It is neither possible nor desirable to freeze the area in its current state. Longtime merchants face displacement due to rising real estate values, but the fragile charm of the area cannot be sustained on new restaurants and boutiques alone. By emphasizing the strengths that differentiate our historic Downtown from made-to-order "lifestyle centers," we can achieve the vision of sustaining our city's authentic heart.

The 1993 Plan was focused mainly on hope and possibility. The 2006 Plan is focused heavily on opportunity and implementation. To address the needs identified during public outreach events and summarized in various background studies, this plan offers:

1. Goals and policies to guide decision-makers in achieving the community's desires;
2. Actions to be taken by the City to develop projects and partnerships that implement the goals and policies;
3. Catalytic projects to spur economic investment and residential and commercial development in the Downtown;
4. New form-based zoning standards to provide clear direction for developers and staff that will result in the desired shape and form for the Downtown; and
5. Streetscape improvements to activate the public realm, providing an inviting and engaging urban core

The Downtown Specific Plan also fulfills the goals, policies and actions of the 2005 General Plan. Specifically, the General Plan directs the preparation of new form-based zoning regulations and the completion of specific and community plans in areas such as the Westside, Midtown, Wells, Saticoy, Pierpont, Victoria Corridor and the Downtown.

The Downtown Specific Plan lays out a strategy for the continued revitalization of our City's cultural and commercial core through implementation of eight planning goals that constitute the central elements of this plan.

Page: 6

Author:
Date: 6/9/2006 11:49:36 AM
and Re-connecting Downtown to the Ocean

Author:
Date: 6/9/2006 9:20:52 AM
and encourage visitor-serving uses.

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Date: 6/9/2006 9:21:26 AM
and visitor-serving

BUILDING ON THE VISION

DEVELOPING THE DOWNTOWN SPECIFIC PLAN

The 1993 DTSP also identified a number of objectives for the near term (5-7 years) and long term (15-20 years). Progress toward achieving these objectives is summarized tables A-1 and A-2 of Appendix A

PUBLIC OUTREACH

The 2006 Downtown Specific Plan is based on the community's vision. Preparation of the plan was guided by an ongoing public outreach program that included:

- Touring the Downtown with key stakeholders;
- Participation in the Creative Cities exercises in December 2002;
- A series of public workshops to share findings and recommendations;
- A 3-day coding Charrette; and,
- Discussions with the Planning Commission and City Council.

The public outreach efforts and workshops resulted in a list of planning principles used to guide the update process. When asked to rank the five most important principles, workshop participants responded as follows:

1. ***Re-connect Downtown to the Beach***

   Highway 101 effectively isolates the Downtown from the beach. One of the primary goals of the Downtown Specific Plan should be to reconnect the Downtown with the beach for all forms of circulation, but especially for pedestrians. The California Street bridge over Highway 101 should be the focal point for re-establishing this connection. Other secondary connections should be reinforced on Figueroa Street and via the bike tunnel under the freeway at Ventura Avenue.

2. ***Manage Parking Supply and Demand***

   Parking is an essential component of downtown vitality, but is also land-intensive and expensive. The parking standards for the Downtown need to be re-visited with the goal of identifying an appropriate balance between parking supply and demand. One consideration is to reduce or eliminate the off-street parking requirement for Downtown businesses. Another is to re-formulate a parking district to fund consolidated parking in structures. On-street parking in residential neighborhoods should not be restricted.

3. ***Improve Public Transit***

   The train station is inconveniently located with respect to the Downtown and connections to other forms of transit serving the City. Consideration should be given to relocate the train station, ideally in conjunction with a multi-modal transit facility. Possible locations include the 'Triangle Site' or the vicinity of the Crowne Plaza.

Page: 11

Author:
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This section should mention San Jon Road. Look at wording used on page I-43 to describe the beach access that San Jon Road will provide

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Fairgrounds, the

4. ***Preserve and Enhance our Historic Character***

   Downtown Ventura possesses a rich architectural heritage with fine examples of Victorian-era dwellings and an eclectic mix of institutional and commercial buildings. The Downtown's sense of authentic historic uniqueness should be maintained.

5. ***Establish New Form-Based Development Standards***

   Development standards should be updated to establish the physical form and character desired for the Downtown (i.e., "form-based" standards). The new standards should re-visit and address the following:

   - Appropriate building height: consider allowing greater building height that varies with location;
   - Permitted uses
   - Allowance for exceptions;
   - Consistency between new development standards and those in the Municipal Code;
   - Provide land use designations north of Main Street and east of Park Row;
   - Incorporate the City's Wayfinding program;
   - Clarify sign regulations; and
   - Re-visit the threshold of discretionary permit requirements for Downtown construction.

City staff have identified the following three additional principles.

6. ***Facilitate Additional Housing to Generate Around-the clock Activity***

   Drawing from goal 6 of the 1993 Downtown Specific Plan that encourages additional residential development to create "around-the clock activity", several new residential projects have been entitled with others either in the development review process or nearing submittal. This important goal from the 1993 Plan will be carried forward.

7. ***Improve Infrastructure to Meet Revitalization Efforts and New Development Requirements***

   Along with revitalization and new development come new demands for improvements to an aging, and in some cases, outdated infrastructure system. Planning to meet these needs is imperative.

Page: 12

Author:
Date: 5/15/2006 6:13:06 PM
creating a vibrant welcoming environment for visitors and tourists.

ACHIEVING THE VISION

IDENTIFYING EXISTING CONDITIONS: CALIFORNIA'S NEW ART CITY

CONSISTENCY REFERENCE
(for final draft)

This space provides an opportunity to comment on the applicability of specific state law sections and/or policies contained within other planning documents, including:

- California Coastal Act
- 2005 General Plan
- Economic Development Strategy
- Redevelopment Implementation Plan
- 2005 Ventura Cultural Plan

CALIFORNIA'S NEW ART CITY

In September of 2005 the City Council adopted the Ventura Cultural Plan, "Creating California's New Art City". The goals of the plan are permeated with a focus on authenticity and a desire to nurture Ventura's unique identity. Part of this emphasis on authenticity includes a comprehensive approach to culture, one that weaves together the broad fabric of the community – artists, architecture, culture, history and the environment. Through implementation of policies that support the preservation of Ventura's local heritage while encourage artistic development, the City is actively pursuing the integration of art, architecture, culture and history to restore and enhance the unique identity of the Downtown.

Cultural planning documents include:

- 1992 Cultural Plan,
- 1998 Downtown Cultural District Plan
- 2000 Public Art Long Range Plan, and
- 2005 Ventura Cultural Plan: Creating California's New Art City

The plans created the framework for the arts and culture to flourish. Further implementing the recommendations of these planning documents will reinforce the role of Downtown as the cultural center of the city. Goals and policies that are specific to Downtown are incorporated or referenced in this plan.

MISSION PARK CULTURAL ARTS CLUSTER

The Ventura County Museum has approved plans for a major remodel and expansion of its existing facilities. This expansion will extend into Mission Park and make the museum a stronger draw for the western edge of the Downtown. Mission Park and the Figueroa Street Mall will be the center of a new cultural arts center and should be planned as such. The goal is to increase participation in the arts by providing additional cultural facilities to activate the park and mall, creating a dynamic civic space and linkages to the rest of Downtown. A new town square across from the Mission will provide a much-needed central gathering place for community events.

In July of 2003, the City, in partnership with the San Buenaventura Foundation for the Arts, conducted a Cultural Facilities Feasibility Study to determine the optimum size of a facility that could be supported by the community. That study concluded that the City could support a 600-seat performing arts venue. The site of the future facility is identified on Figure I-6 as part of the future Mission Park Cultural Arts Cluster development, further discussed as Catalytic Project 2 on pg. I-38.

Page: 20

Author:
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a visitor-friendly atmosphere

IDENTIFYING EXISTING CONDITIONS: ANIMATING THE PUBLIC REALM

ANIMATING THE PUBLIC REALM

The City is responsible for improvements to the public realm that foster a climate conducive to private investment. The public realm includes streets, alleyways, sidewalks, lighting, landscaping and street furniture such as benches, bike racks, newsracks and fountains, as well as squares, plazas, parks, public art, open space areas, and pedestrian corridors.

STREETSCAPE

To assess existing conditions and recommend improvements to California, Oak, and Figueroa Streets and portions of Thompson Boulevard, a "Downtown Streetscape Project" was prepared and is summarized below. The Actions in Chapter II direct specific improvements to these and other streetscapes. The improvements can be phased but priority should be given to California and Figueroa Streets to reestablish the connection between Downtown and the beach. The Streetscape Project Plan is published separately in its entirety as Appendix E, but recommended improvements are depicted graphically in Chapter IV. Streetscape Plan.

CONSISTENCY REFERENCE

(for final draft)

This space provides an opportunity to comment on the applicability of specific state law sections and/or policies contained within other planning documents, including:

- California Coastal Act
- 2005 General Plan
- Economic Development Strategy
- Redevelopment Implementation Plan
- 2005 Ventura Cultural Plan

California Street

The recommendations for California Street include providing 12-foot wide sidewalks, introducing revised street tree patterns and pedestrian-oriented light fixtures, and creating additional on-street parking. Additionally, California Plaza should be enhanced and connected directly to the beach by a new stairway. The California Street bridge should be renovated to provide wider sidewalks. Strong visual elements like towers or pavilions should be added to emphasize the importance of the crossing. Lighting, noise reduction, landscaping and signage improvements are also recommended.

Figueroa Street

The streetscape on the Figueroa corridor should be improved by providing greater consistency of sidewalks, intersection and crosswalks patterns, street trees and lighting along its length. On street parking patterns can be revised to a mix of parallel and diagonal parking, while maintaining bike lanes. The beachside terminus should be reconfigured with a better defined visual terminus, such as a water feature or other public art to emphasize the importance of this connection. Access to beach parking lots would be retained.

The underpass will be transformed into an attractive gateway between the Downtown and the fairgrounds and beach. Improvements including a public art mural, better lighting and signage are already underway.

Oak Street

Oak Street's role as north-south corridor in the Downtown will become significantly more important when the northbound freeway off ramp is redirected there. The Streetscape Project recommends enhancing Oak Street through widening

Page: 21

Author:
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Include San Jon Road in this section as an important connection to the beach that is being re-inforced.

ACHIEVING THE VISION

IDENTIFYING EXISTING CONDITIONS: ECONOMIC DIVERSITY

CONSISTENCY REFERENCE

(for final draft)

This space provides an opportunity to comment on the applicability of specific state law sections and/or policies contained within other planning documents, including:

- California Coastal Act
- 2005 General Plan
- Economic Development Strategy
- Redevelopment Implementation Plan
- 2005 Ventura Cultural Plan

ECONOMIC DIVERSITY

"Critical mass is created when there is enough activity to occupy a visitor for four to six hours," according to downtown revitalization expert Christopher Leinberger. To sustain the restaurants and entertainment assets of Downtown in the face of emerging competition, successful retail must be actively pursued to re-establish the City's historic core as the preferred shopping location. Americans are re-asserting the importance of place in retail environments and Downtown Ventura must capitalize on this desire for marvelous venues in which we can spend our money enjoying ourselves. City and Redevelopment Agency land holdings are key to this, along with mixed-use designs that meet current retail operational requirements. But while retail and tourism are highly visible measures of economic success, the General Plan's focus on high-wage, high value jobs is also an essential ingredient of economic stability for Downtown. Returning first class office, studio and live-work space that appeal to entrepreneurial endeavors is an essential element to a balanced and diverse economic base.

CONSTRAINTS TO DEVELOPMENT

Development potential of the Downtown must be considered within the context of various physical and regulatory constraints. Such special conditions include:

- Environmental constraints and hazards;
- Infrastructure; and
- Preserving historic buildings while promoting infill.

The policies and actions included in this Specific Plan and the urban regulations provided in the Development Code are aimed at addressing each of these and other environmental constraints.

Page: 26

Author:
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These uses can contribute to a vibrant pedestrian-oriented environment that is welcoming and accessible to tourists and visitors

Page: 27

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List San Jon Road on map

FIGURE I-4

ACHIEVING THE VISION

IDENTIFYING EXISTING CONDITIONS: HOUSING RENAISSANCE

HOUSING RENAISSANCE

City government plays a pivotal role in promoting housing in the Downtown by setting policy, facilitating development projects and, in some cases, by being a partner in development. Providing sufficient, quality housing in the Downtown is an essential component to revitalization will result in a lively and livable urban center that can sustain around-the-clock activity. The intent of the policies and actions in Chapter II is to stimulate the production of mixed use and residential development to create additional housing opportunities for local residents and workers while complementing the existing urban fabric, building strong neighborhoods and strengthening the local economy.

Residential development in the Downtown can be complex and expensive due to multiple factors, including the difficulty of land assembly, higher land costs, physical and environmental constraints and off-site infrastructure costs. The urban standards and direction provided within the Development Code are intended to mitigate or eliminate physical obstacles to development. Unlike conventional zoning ordinances, the Code was formulated to illuminate and re-define the development approval process to achieve an eclectic, yet cohesive urban fabric that provides for and meets the needs of a Downtown in concert with redevelopment. The Code provides flexibility in design to encourage the construction of affordable housing units, while elevating the standard for materials and architecture. By guiding development through implementation of the Code and by reducing regulatory and financial burdens via policies and actions, we are providing the means for overcoming our housing challenges in the Downtown.

AFFORDABLE HOUSING PRODUCTION STRATEGY

In April of 2004, the Redevelopment Agency Board adopted an inclusionary housing resolution for the Redevelopment Project area, which lies within the Downtown Specific Plan area. This resolution, now codified as Chapter 24R.250 of the City's Municipal Code, requires new residential developments of 7 or more units allocate 15 percent of the units for affordable to low- and moderate-income households. The requirement ensures that future developments in the Downtown meet the

CONSISTENCY REFERENCE

(for final draft)

This space provides an opportunity to comment on the applicability of specific state law sections and/or policies contained within other planning documents, including:

- California Coastal Act
- 2005 General Plan
- Economic Development Strategy
- Redevelopment Implementation Plan
- 2005 Ventura Cultural Plan

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attractive to residents and visitors alike.

CONSISTENCY REFERENCE
(for final draft)

This space provides an opportunity to comment on the applicability of specific state law sections and/or policies contained within other planning documents, including:

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- 2005 General Plan
- Economic Development Strategy
- Redevelopment Implementation Plan
- 2005 Ventura Cultural Plan

Redevelopment Agency's legal mandate for affordable housing production. As identified in the 2005-2010 Redevelopment Agency Implementation Plan, this means that of the project area's 1,119 potential new housing units, a total of 170 units may be made affordable to very low-, low-, and moderate-income households.

In October of 2004, the City/Redevelopment Agency (RDA) released a $3.35 million Notice of Funding Availability (NOFA), of which the RDA's Housing Funds provided $2.2 million. Circulated to qualified developers and development teams, the goal of the NOFA was to increase the housing inventory through the construction of new affordable housing units citywide. By 2015, the RDA expects to facilitate development of 769 housing units in the Downtown, including 116 affordable units. Approximately $4.3 million in Redevelopment set aside funds will be available to qualified developers in financing the production of affordable housing in the Downtown over the next few years.

FORM VS. FOR PROFIT

As a largely built-out urban environment, the potential for change in downtown is limited to smaller lots and those with uses that do not support the goals of this plan, such as surface parking lots. To facilitate infill, the Downtown Specific Plan encourages assembling smaller parcels. The Development Code achieves this by directly correlating allowed building types to the width of the lot's street frontage. The result is that fifty-foot wide lots, for example, will continue to have house-type buildings. However, if two such lots are assembled, a greater variety of building types is allowed.

Much of the existing land that provides opportunity for infill development is currently used for surface parking. Because surface parking does not provide a pedestrian-oriented street frontage, parking should be located underground or away from the street, reserving surface space for commercial and mixed uses that depend upon exposure to pedestrian traffic. Redevelopment of existing surface lots is desirable so long as parking needs are otherwise met, which is the intent of our "Park Once" parking management stragety.

Page: 30

Author:
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and with the exception of the Triangle Site.

IDENTIFYING EXISTING CONDITIONS: HOUSING RENAISSANCE

Table 1-4 summarizes the acreage of vacant, public and infill opportunity properties within the Downtown Specific Plan area that have a high potential for new development or redevelopment.

Table 1-4 - Summary of Vacant, Public and Infill Opportunity Properties

LAND USE CATEGORY	ACRES
Vacant[1]	16.60
Infill Opportunities[2]	10.20
City Owned Properties	
Vacant	2.87
Parks	16.68
Surface Parking Lots	8.46
Parking Structures	2.58
Other[3]	7.52
RDA Properties	
Vacant	1.79
Surface Parking Lots	1.03
Total	**67.72**
Potential for Development[4]	**40.72**

1. Excludes public land.
2. For purposes of this assessment, infill opportunity properties are those with deteriorating buildings and less than 50 percent of anticipated density, based on a per-parcel calculation at the time of proposed development.
3. Includes Senior Activity Center, Aldrich Museum, Mort on Museum, and the Ortega Adobe. Excludes City Hall and the San Jon Road Maintenance Yard.
4. Among the acreage of the City-Owned parking lots are two fully developed parking structures that total 2.58 acres. When this area is deducted, along with the Parks and Other category, the remaining development potential on vacant and other private and public properties is about 40.72 acres.

REDEVELOPMENT

The City and its Redevelopment Agency (RDA) will actively engage in helping to assemble land and intensify uses on under-utilized properties. The RDA is already working on a number of owner participation projects whereby RDA-owned land is transferred to an adjacent owner for existing business expansion or new, efficient development. A recent example is the RDA's acquisition of three run-down buildings at the west end of Thompson Boulevard. These buildings will be razed and combined with other RDA-owned parcels and a partial street abandonment to provide a one-half block development side for affordable artist live-work units and supportive housing.

RDA and City-owned land should also be used to encourage development and uses that will help make Downtown vibrant and sustainable. A full description of redevelopment activities is included in the 2005-2010 Redevelopment Agency implementation Plan, dated December 20, 2004.

CONSISTENCY REFERENCE
(for final draft)

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- 2005 General Plan
- Economic Development Strategy
- Redevelopment Implementation Plan
- 2005 Ventura Cultural Plan

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List the Triangle Site: 11 acres of vacant land

CONSISTENCY REFERENCE

(for final draft)

This space provides an opportunity to comment on the applicability of specific state law sections and/or policies contained within other planning documents, including:

- California Coastal Act
- 2005 General Plan
- Economic Development Strategy
- Redevelopment Implementation Plan
- 2005 Ventura Cultural Plan

MOBILITY IN TRANSPORTATION

The Downtown is served by a wide range of circulation modes including cars and trucks, buses, rail, bicycling and walking. However, it is the intent of this plan to encourage people to use alternative modes of transportation to get to Downtown, and to walk or bike once they reach the Downtown. Downtown sidewalks, plazas and paseos will also continue to be accessbile to disabled persons. Continuing to provide access to and around the Downtown through various transportation options will help ease traffic congestion and enhance the Downtown's pedestrian ambience. However, for the foreseeable future, most people, especially visitors, will continue to arrive by automobile. Therefore, providing adequate and convenient parking is also a critical element of transportation planning efforts for the Downtown.

The City commissioned special studies to explore transportation and accessibility issues and opportunities. For example, the City analyzed multi-modal transportation center options, looking specifically at the Fairgrounds, the parking lot next to the Crowne Plaza, and the "Triangle Site". Figure I-9 provides options for locating a multi-modal center in the Downtown. With regard to the public realm, the Downtown Streetscape Project recommends ways to better connect Downtown and the beach, including improvements to key corridors (see Chapters II and IV). With regard to parking, the "Parking Study for the DTSP Update" (Katz, Okitsu & Associates, 2003) assesses parking supply and demand. And lastly the "Downtown Ventura Mobility and Parking Plan" (Nelson/Nygaard Consulting Associates, 2006) recommends a comprehensive program for meeting the parking needs of the Downtown.

Each of these studies is published separately and listed in the Appendix.

Figure I-5 classifies roadways in the Downtown based on the 2005 General Plan designations. It is the intent of this Plan to maintain these classifications to encourage formation of a pedestrian-oriented transportation network.

Page: 32

Author:
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Identify where the multi-modal center will be located

CATALYTIC PROJECTS

GETTING STARTED

Figueroa Street underpass preliminary mural drawing - M.B. Hanrahan and Moses Mora

CATALYTIC PROJECTS

A few visionary projects are required to begin the re-establishment of Downtown as the pre-eminent arena for civic and artistic life and the preferred location for retail and office commerce. Such projects create a ripple effect throughout by improving access, drawing more residents and visitors to Downtown and spurring additional investment. Due to their large scale and regional impact, these projects demand a broad spectrum of leadership and participation. A variety of government agencies and community and private investors will cooperate to accomplish and facilitate the catalytic projects

To encourage cooperation from the private sector, including public/private partnerships and investment, private development projects that provide substantial public benefit will be considered for development incentives. Five such projects have been identified in the Downtown area (see Figure 1-7) and described in the following text. The five projects are:

Catalytic Project No. 1 – Multi-modal Transit Center

Catalytic project No. 2 – Mission Park Cultural Arts Cluster

Catalytic Project No. 3 – Beach Connections

Catalytic Project No. 4 – Beachfront Promenade

Catalytic Project No. 5 – California Street Offramp Project

In addition, there are three "focus areas" that have been identified for specific types of development, generally commercial and retail. Descriptions of these areas and the vision for them are included in the following text. The Focus Areas and potential build-out patterns are illustrated on Figure 1-8, they include:

Focus Area A – Urban Core Retail and Office Strategy

Focus Area B – Neighborhood Centers

Focus Area C – The Triangle Site

Page: 41

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T

Author:
Subject: Inserted Text
Date: 6/9/2006 11:57:27 AM
T two

Author:
Date: 6/9/2006 11:56:38 AM
T The Triangle Site should not be described as having "generally commercial and retail" uses since it is not allowed under UG-3 This section may want to include visitor-serving language.

Author:
Date: 6/9/2006 12:05:27 PM
T A third focus area, the Triangle Site, has been identified as the single largest undeveloped site in Downtown and is the prime site ready for exemplary design, implementing key specific planning principles in the UG-3 Urban Standards.

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T and visitor-serving uses.

CATALYTIC PROJECTS

GETTING STARTED

CATALYTIC PROJECT NO.1 – MULTI-MODAL TRANSIT CENTER

Accessibility is critical to support Downtown retail, office and cultural activities. As Ventura implements greater transit alternatives throughout the City, Downtown will be the city's hub as the site of a multi-modal transit center. The transit center should include as many transportation alternatives as possible, such as rail, bus, shuttle, bicycles, taxis and pedestrian links to Downtown shopping, cultural activities and tourist locations.

The transit center will also facilitate Goals 6 and 7 related to mobility and the Park Once parking management strategy. As viable alternatives to the car become more readily available, major development projects will be able to dedicate less land and invest less capital to meet on-site parking needs. Subsequently, parking requirements will be assessed and potentially revised as transportation alternatives become available.

In September of 2003, the City completed a feasibility study for a downtown multi-modal transit center. The study identified three potential sites: 1) Existing Amtrak Station at the Fairgrounds, 2) Crowne Plaza parking lot, and 3) the undeveloped Triangle property (see Figure I-8). During a planning charette in September of 2004, a fourth site was added that would require capping the 101 Freeway at the south terminus of Ash Street and a potential new parking garage located in the block bounded by Thompson Boulevard, Ash, Front and Fir Streets. see Figure I-9 for an illustration.

Each of the initial three sites is technically feasible but only at a very high cost. Estimates ranged from $13 million to more than $18 million and land acquisition would more than double the cost except for the Fairgrounds site, which would use existing State and City property. Estimates are not available for capping the freeway but it is likely to be even more expensive.

Due to these prohibitive costs, a multi-modal transit center should be considered as part of a larger, mixed-use project. By including revenue-generating uses, some of the transit center costs can be off-set through shared parking and infrastructure. The ability to co-locate with complementary uses should be a primary factor in siting the multi-modal transit center.

Timing: Long Term (10 or more years)

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Author:
Date: 5/15/2006 3:43:08 PM
The reference to revenue-generating is not accurate. Should remove language

Author:
Date: 5/15/2006 3:32:35 PM
Timing should be Near Term

FIGURE I-7

Page: 43

Author
Date: 5/15/2006 4:17:57 PM
Buildings are shown here, however figure I-23 shows a park.

CATALYTIC PROJECT 5 – BEACH CONNECTIONS

Reconnecting Downtown to the beach is, and has been, a primary goal of the Downtown Specific Plan. There are four existing connections, all of which require improvements. Funding sources and implementation timelines vary.

California Street Bridge

Although this is a direct connection over the 101 Freeway, the bridge's current design is so unfriendly to pedestrians that it often serves as an impediment to people walking between the beach, Downtown and vice-versa. A capital improvement (CIP) project for $1.2 million is already appropriated to widen the sidewalks, improve safety, add streetscape improvements and install public art. Project construction is expected to start in late 2007.

Figueroa Street

This project is aimed at strengthening and reinforcing the pedestrian character of Figueroa Street south of Santa Clara Street, to the beach. Elements that will help achieve this objective include:

- The 2004 Streetscape Improvement Plan, detailed in Chapter IV;
- Strengthening 'park' aspects of Surfer's Point Park as the beach terminus of Figueroa Street. this effort will be achieved, in part, through the Surfer's Point Managed Retreat project (see Figure I-4);
- Strengthening the pedestrian connection between the beach and Grant Park by providing a network of pedestrian paths, bikeways and paseos; and
- Encouraging entertainment-type businesses (restaurants, coffee houses, etc.) along northern Figueroa Street.

A funded CIP project is currently in progress that will add pedestrian scale lighting, street trees, sidewalk upgrades, and a public art wall under the Highway 101 bridge between Thompson Boulevard and Harbor Boulevard (including the intersection of Thompson and Harbor). The project will be constructed in 2006-07.

Sanjon Street

Sanjon provides the eastern connection from Downtown to the beach and has existing assets such as the Pierpont Inn. Sanjon will be re-configured to make it pedestrian friendly, activating the street with pedestrian amenities and visitor-serving uses such as hotels, inns and retail

Page: 47

Author:
Date: 5/15/2006 5:07:12 PM
, thereby, providing beach access to visitors and residents alike.

Ash Street Pedestrian Bridge

Ash Street provides another opportunity to connect views of the mountains and the ocean. Public improvements and the design of private investment along Ash Street should enhance the visual and functional link between the neighborhood and the waterfront. A streetscape plan will be prepared and a source for funding implementation of the plan will be identified.

Timing: Near to Mid-term

CATALYTIC PROJECT NO. 4 – BEACHFRONT PROMENADE

Ventura's beach area is one of its greatest attractions and offers some of the premier surfing in California. However, no shops or restaurants front on and activate the beach. Instead, the pedestrian walk is defined primarily by a parking structure and private condominiums. The Promenade itself was developed in the 1970's and is dated. Moreover, the area between the newly renovated Crowne Plaza and the Pier, including the parking structure and parking lot should be considered for redevelopment.

The entire beachfront requires a place-making transformation. This will start with reaching out to the various groups that use the beachfront including those that may not typically participate in improvement projects. It will include an analysis of how people access and use the beach and what works best. From this effort, small-scale, do-able projects that can be implemented quickly will be formulated to bring immediate benefit and pave the way for future, large-scale redevelopment.

Timing: Near-term for analysis, 5+ years for implementation

Page: 48

Author:
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or visitor-serving retail

CATALYTIC PROJECTS

GETTING STARTED

CATALYTIC PROJECT NO. 3 – CALIFORNIA STREET OFFRAMP RELOCATION

One of the City's key long-term goals is to relocate the 101 Freeway off-ramp from California Street to Oak Street. Although it has received State funding, recent State budget cuts have delayed the project indefinitely. The project would improve access to Downtown, eliminate current congestion and confusion at the California Street and Thompson Boulevard intersection area, and open up improved pedestrian access along California Street between Thompson Boulevard and Harbor Boulevard. The potential offramp configuration is shown on Figure 1-9.

Timing: Indefinite

FOCUS AREAS

Three "focus areas" have been identified to meet the goals of the Specific Plan. They represent specific commercial, mixed-use, infill and redevelopment opportunities that extend beyond a single-phase development but do not have the same regional impact as Catalytic Projects. These areas would benefit from a focused, comprehensive planning effort. The focus areas are illustrated on Figure I-8 and described below.

FOCUS AREA A – URBAN CORE RETAIL AND OFFICE STRATEGY

The Downtown core has changed significantly since the adoption of the first Specific Plan in 1993. As private owners expand and redevelop their properties, efforts will be made to retain the unique character of Downtown. A retail and office strategy will be completed that focuses on making Downtown a destination, providing services for residents and supporting unique, independent businesses. The Downtown Ventura Organization and the Redevelopment Agency will work with property owners, merchants and residents to provide a variety of retail and office opportunities to keep the Downtown competitive. Specifically, the area generally bounded by Thompson Boulevard, Oak, Santa Clara and California, offers an opportunity for infill mixed-use development with larger, name-brand retail. As retail and commercial development evolves, the need for additional parking may arise and a potential site has been identified on Santa Clara between Palm and Oak (see Figure I-8).

Timeframe: Midterm (1-5 years)

Page: 49

Author:
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and visitors alike.

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Date: 5/15/2006 5:20:25 PM
visitor-serving

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CATALYTIC PROJECTS

GETTING STARTED

FOCUS AREA B - NEIGHBORHOOD CENTERS

One of the objectives of the Specific Plan is to provide a small town center at the heart of each neighborhood. These areas are zoned for high density mixed-use building types that accommodate retail, office, rowhouses and apartments. Buildings are set close to wide sidewalks within a tight network of streets.

West End

The center of the West End neighborhood is at Main and Garden Streets. The existing shopping center is currently a car-oriented suburban design with the buildings set back behind a sea of surface parking that could be adapted to a more urban configuration that could include reconnecting Garden Street. A redevelopment site on the southeast corner provides another opportunity to activate this area.

East End

The intersection of Front and Katorama Streets will be the neighborhood center for the east end. This area is just beginning to be transformed with artist galleries, niche retail and creative offices. Longer term it will be important to extend the existing street grid through to the Triangle site to the south.

Timeframe: 3-5 years

FOCUS AREA C - THE TRIANGLE SITE

At approximately 11 acres, the Triangle Site represents the largest undeveloped area in Downtown and its ultimate buildout provides an important opportunity to achieve the goals of this plan. The site has a number of opportunities, such as incredible ocean views and constraints including adjacency to the freeway and railroad tracks. Development of the site should include a mix of uses, extension of the existing street grid to the north and a public park along the southern, oceanfront boundary. This site is also one of the three locations under consideration for a multi-modal transit center. Among the other issues to be addressed by development of this area are:

- Pedestrian, bikes, transit, and vehicular connections to the Downtown and the rest of the City;
- Noise associated with the freeway and railroad tracks.
- The public corridor view protection for properties to the north.

Timing: Near term

Page: 51

Author:
Date: 5/15/2006 5:29:51 PM
This section should mention the UG-3 uses that the site has been given.

Also, it should mention the opportunity of providing needed downtown residential housing.

Author:
Subject: Cross-Out
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Author:
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residential in its core and a mix of uses along its edge, weaving art into its fabric.

Author:
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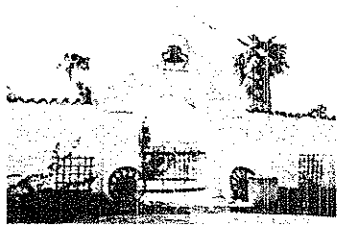
preservation

GOAL 1: VENTURA'S UNIQUE CHARACTER

POLICIES AND ACTIONS



Olives Adobe Arch

Definition: *Notable*

For the purposes of this Specific Plan, a "Notable" structure is defined as a City-designated historic landmark or any property individually listed in the National Register of Historic Places or the California Register of Historic Resources.

PURPOSE

Today, bland and homogenized suburban environments are losing their appeal as people of all ages seek high-quality environments to live, work and spend time. Timeless principles of human-scale design are returning to favor, promoting adaptive reuse of historic buildings and "new urbanist" approaches to redevelopment and growth management. Among the many historic sites in Downtown, the San Buenaventura Mission is the most visible landmark of Ventura's authentic history as a real place. Through continued revitalization efforts, we will sustain growth and economic development that builds upon our historic identity.

GOAL 1

Preserve Ventura's special sense of place by insisting on the highest standards of architecture, urban design and landscaping so that new development compliments the eclectic architecture and historic richness of our Downtown.

Planning Principle: Respect Scale

Policies to Preserve Our Historic Character
Establish Form-Based Development Standards
Preserve Surrounding Natural Areas

Page: 55

Author:
Date: 5/15/2006 5:34:29 PM
This section should list an additional Planning Principle: Connections to the Beach

POLICIES AND ACTIONS

Action 1.11 Require all City-funded projects of 5,000 sq. ft. or more, including CIP projects, comply with the City's Green Building Standards. Encourage private development projects do the same through incentives, such as priority building permit processing.

Lead Agency: Community Development
Timeframe: Ongoing
Funding: Development Application Fees

Zone Designations

Included below are policies specific to development in certain zones. For comprehensive zoning regulations, see the Development Code (Chapter III).

General

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

Action 1.12 Evaluate potential impacts of proposed development on public views of culturally significant structures and natural features consistent with the Hillside Overlay Zone during the development review process.

Lead Agency: Community Development
Timeframe: Ongoing
Funding: Developer Fees

Urban Core (UC) Zone

Policy 1D **Provide a mix of uses in the Urban Core. Buildings should accommodate retail businesses and/or restaurants on the ground floor, that depend on foot traffic and exposure to pedestrians, reserving the upper floors for offices and residences.**

Action 1.13 Require new development to provide ground-floor commercial and retail uses as regulated by the Development Code. Upper floors may be used for offices or residences (see Figure III-2).

Lead Agency: Community Development
Timeframe: Ongoing
Funding: N/A

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visitor-friendly

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Date: 5/15/2006 5:42:35 PM
visitor-friendly

Action 1.14 Restrict new bars and nightclubs to specific street frontages within the Urban Core as identified in the Development Code. No new use permits for alcohol establishments functioning as a bar or nightclub shall be issued outside the boundaries of the mapped area (see Figure III-3).

Lead Agency: Community Development
Supporting Agency: Police Department
Timeframe: Ongoing
Funding: General Fund

Action 1.15 Update the Noise Ordinance to revise standards for new residential projects, visitor-serving (e.g. hotel) projects and residential components of mixed-used projects in the Urban Core and Neighborhood Center zones where commercial and entertainment uses are concentrated. The new standards should also take into consideration nighttime noise generated by City maintenance activities and vehicles. Based on revisions to the Noise Ordinance, the Development Code should be revised to require such projects to incorporate sound dampening materials, thick exterior or interior walls, sound attenuating windows, or other construction and landscape elements that would minimize noise impacts.

Lead Agency: Community Development
Supporting Agencies: Code Enforcement, Police Department
Timeframe: 2007-2008
Funding: General Fund

Policy 1E **Revitalize Main, Oak and California Streets as the central shopping streets in the Urban Core. Retail and restaurant infill development shall be focused along these streets to create a continuous line of ground level uses.**

Action 1.16 Identify a strategy to strengthen the role of California Street as the primary pedestrian link between the Urban Core and the oceanfront promenade, enhancing the street as an interesting and inviting "spine" with a range of commercial uses, attracting visitors, shoppers and residents. Streetscape improvements shall be implemented as prescribed in the Streetscape Plan and Action 3.1.

Lead Agency: Community Development
Supporting Agencies: Economic Development Division
Timeframe: See California Street Bridge Catalytic Project
Funding: General Fund

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Visitor-serving

Page: 62

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visitor-serving

Neighbhorhood Center (NC) Zone

Policy 1H **Establish compatible retail businesses and/or restaurants on the ground floor that depend on foot traffic and exposure to pedestrians, reserving upper floors for residences.**

Action 1.20 Require new development in Neighborhood Centers to provide ground-floor commercial and retail uses as identified in the Development Code. Upper floors may be used for residences or offices. see Figure III-2.

Lead Agency: Community Development
Timeframe: Ongoing
Funding: N/A

Figueroa Street Corridor (COR-3) Zone

Policy 1I **Orient public improvements and private development along Figueroa Street to accentuate the presence of San Buenaventura Mission and reinforce the connection between the Mission and the oceanfront.**

Action 1.21 Establish conservative height limits in areas adjacent to the Mission and require new development be sited and designed pursuant to the Development Code.

Lead Agency: Community Development
Timeframe: Ongoing
Funding: General Fund

OPEN SPACE (OS) ZONE

Policy 1J **Establish and maintain an enhanced, interconnected system of Downtown public parks, trails and open space.**

Action 1.22 Develop a strategy and improvement and implementation plan for enhancing and connecting public parks, open spaces and trails serving Downtown residents and visitors, connecting existing parks with each other and the beach through marked trails, paths, self-guided walking tours, etc. (see also Goal 3: Animating the Public Realm policies and actions).

Lead Agency: Parks Division
Supporting Agencies: Community Development, Public Works
Timeframe: 2007-8 for completion of strategy
Funding: General Fund

Page: 66

Author:
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replace with language: non-profit developers

Action 2.8 Continue to work with PLACE to develop an artist live/work project consisting of affordable housing units, a transitional living center, arts-related commercial space and a community gallery at the corner of S. Ventura Avenue and Thompson Boulevard.

Lead Agencies: Community Services
Supporting Agencies: Economic Development Division, Downtown Ventura Organization, RDA
Timeframe: Begin construction 2008
Funding: General Fund, RDA Funds

Action 2.9 Evaluate the feasibility of a private development fee or other funding mechanism to support cultural facilities and programs, including the placement of public art.

Lead Agencies: Community Services
Support Agency: Community Development,
Timeframe: 2006-2007
Funding: General Fund

GOAL 3: ANIMATING THE PUBLIC REALM

POLICIES AND ACTIONS

Ventura Pier

Plaza Park

PURPOSE

Vibrant public spaces are integral to the success of any great city center. Efforts over the last five years have been made to improve the largely dreary and unimaginative streetscape in the Downtown. Our greatest return on public investment will come from continuing to improve streets, parks, alleys and landscaping at a standard we can take pride in.

GOAL 3

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

Page: 67

Author:
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by retaining and providing public access in a manner consistent with the California Coastal Act

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for both visitors and residents alike

GOAL 4: ECONOMIC DIVERSITY

POLICIES AND ACTIONS

Downtown shopping

PURPOSE

The 2005 Economic Development Strategy laid out a goal for the Downtown: continue vitality through planning, organization and achievement. One of the four approaches to achieving this goal is through "economic restructuring". To enhance Downtown retail and commercial activity, strategies will be developed by first identifying appropriate type, mix and location of commercial and retail uses. These strategies will set the grounds for diversifying, thus strengthening, the Downtown economic base.

However, downtowns are not revitalized by public action alone. Private entrepreneurs, non-profit service providers, civic associations and volunteers all play key roles. We are fortunate that just as this new plan represents a major refocusing of City efforts, Downtown Ventura.org has emerged representing a cross-section of stakeholders dedicated to ensuring that Downtown Ventura will be a cultural district and livable neighborhood as well as a strong retail center and business community.

GOAL 4

Establish Downtown as a preferred place to work as well as live or visit. Ensure the future economic stability of the Downtown by providing an active daytime workforce in offices and studios and by promoting successful retailing, tourism and the provision of high-wage, high value jobs.

Page: 71

Author:
Date: 5/15/2006 5:48:06 PM
Organization

Author:
Date: 5/15/2006 5:47:51 PM
"around-the-clock"

Page: 74

Author:
Date: 5/15/2006 6:21:54 PM
and visitor-serving retail

Action 4.8 Require new development incorporate commercial uses on the ground floor, reserving upper floors for office and residential use in buildings fronting the following streets (see Figure III-2):

1. Main Street within the UC and NC zones;
2. Oak Street within the UC zone;
3. California Street within the UC zone; and
4. Chestnut Street within the UC and NC zones.

Lead Agency: Community Development
Timeframe: Ongoing
Funding: N/A

Action 4.9 Encourage land assembly for odd-shaped and elongated parcels to provide infill opportunities that enhance civic life by providing street frontage.

Lead Agency: Community Development
Timeframe: Ongoing
Funding: N/A

Policy 4C **Regenerate and diversify the Downtown economic base.**

Action 4.10 Devise an employment strategy to maintain the long-term economic vitality of the Downtown by matching the range and types of jobs attracted to the Downtown with the skill set and earning potential of Downtown workers and residents.

Lead Agency: Economic Development
Supporting Agencies: Downtown Ventura Organization, Redevelopment Agency
Timeframe: Ongoing
Funding: General Fund, RDA Funds

Policy 4D **Consistent with the General Plan's predicted development intensity and pattern, monitor and, as necessary, redirect residential and commercial growth.**

Action 4.11 Monitor the production and pace of new development through the issuance of building permits. The following shall be reported annually to the City Council:

1. Production and pace of new residential units;
2. Production and pace of new commercial growth, identifying total square feet of retail, office and visitor-serving (hotel) space; and
3. Total number of planning permits approved and applications pending.

When Downtown production of residences and commerce has reached 70% of predicted development as defined in the City's 2005 General Plan (either 1,120 issued residential building permits or 315,000 commercial square feet in issued building permits), City Council shall review the intensity of development and locations throughout the Downtown Specific Plan area to determine if strategies are needed to modify the pace, redirect location or change the mix of Downtown residential and commercial development.

[This draft language is anticipated to be consistent with the citywide update to/replacement of the Residential Growth Management Plan to be adopted by the City Council in June or July 2006.]

Lead Agency:	Community Development
Timeframe:	Ongoing with annual reporting to City Council
Funding:	General Fund

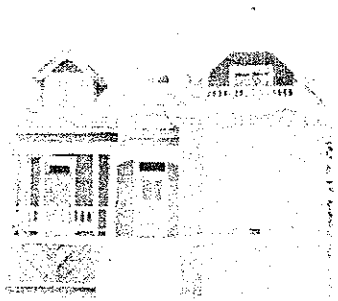
Page: 75

Author:
Date: 5/15/2006 6:25:05 PM
Add "The City Council shall review the strategies to determine if they remain consistent with the General Plan and the coastal access provisions of the Coastal Act."

Author:
Date: 5/15/2006 5:51:07 PM
, in order to meet the General Plan goals and Coastal Act policies

GOAL 5: HOUSING RENAISSANCE

POLICIES AND ACTIONS



Mitchell House (historic)

PURPOSE

Over the past 10 years revitalization efforts have created a re-awakening of Downtown Ventura. The growth bringing new life back to historic Downtown must be sustained. Beyond facilitating more residential units; it will be essential to improve the security and livability of Downtown, including provision of attractive park space and convenient services and neighborhood commercial uses. This section establishes the means to provide a range of housing to meet diverse needs, while demanding high quality development that is sensitive to Downtown's historic and unique character.

GOAL 5

Provide high-quality, urban housing for a diverse range of income levels. Encourage efficient utilization of the Downtown's limited land resources by promoting infill development.

Page: 77

Author:
Date: 6/9/2006 12:12:23 PM
in order to create an "around-the-clock" visitor-friendly community

1.10.010 PURPOSE

Downtown's form is compact, walkable, and mixed-use, and it is meant to be comfortable, safe, and ecologically sustainable. The Development Code allows a mix of uses within each neighborhood, so its residents don't have to drive everywhere. It simultaneously allows a variety of uses to create vitality and bring many activities of daily living within walking distance of homes.

This Development Code is based upon the operating concept of the Transect. The Transect provides that certain building forms belong in certain environments; for example, a commercial block building belongs in the hub of Downtown's commercial activity, and a single-family house belongs in Downtown's east neighborhood. The transect also defines appropriate streetSome kinds of thoroughfares are urban, and some within Downtown are neighborhood-oriented. The Development Code does not limit choices: it expands them. Instead of one-size-fits-all development, it enables different patterns, without becoming a free-for-all.

The Development Code's most basic components are:

1. **Urban Standards**
2. **Building Types**
3. **Design Guidelines**
4. **Blended Type Development Standards**

Page: 103

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visitor-friendly.

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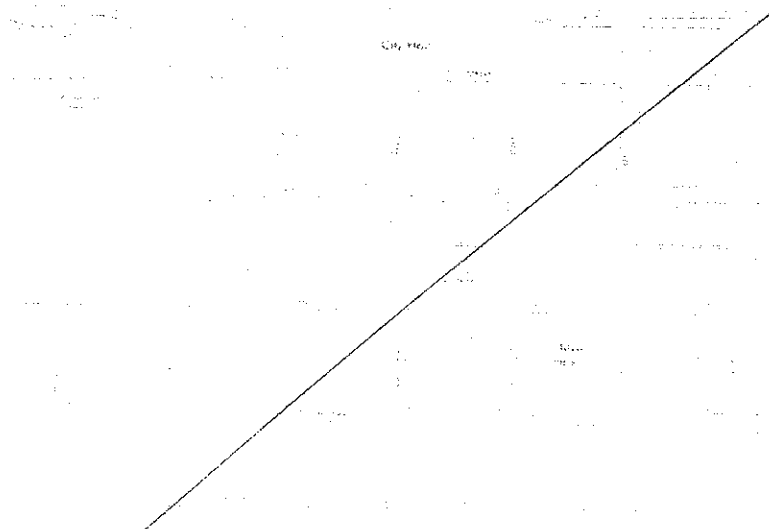
and visitors

ARTICLE II. URBAN STANDARDS

2.10.020 LAND USE

Figure III-2. Required Ground Level Uses



MIXED USES

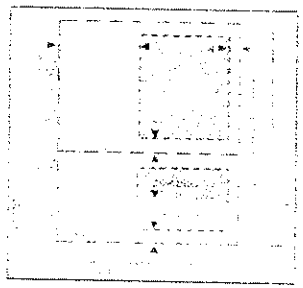
Commercial uses 4, 9, 10, 11, 12, 13, and 16 (Table III-1) are required to be placed at ground level as shown in Figure III-2, reserving upper floors for other permitted uses along the following streets:

1. Main Street within the UC and NC zones;
2. Oak Street within the UC zone
3. California Street within the UC zone; and
4. Chestnut Street within the UC and NC zones.

Page: 111

Author:
Date: 5/15/2006 5:55:39 PM
and visitor-serving

C. Parking



Parking Placement

1. PARKING PLACEMENT

a. Off-street parking and services shall be placed in the shaded area shown above, unless Subterranean Parking.

   1. Street Setback: Rear 50% of lot depth
   2. Side Street Setback: 5' min. (with alley) / 20' min. (no alley)
   3. Side Yard Setback: 5' min.
   4. Rear Setback: 3' min.

b. Subterranean parking shall not extend beyond building footprint.

c. Subterranean parking may extend to a height of 3' max. above finished grade, provided that garage perimeter wall either aligns with face of building or becomes part of Stoop or Door Yard frontage.

2. PARKING REQUIREMENTS

a. Residential

   1. 1 parking space / 1500 s.f.
   2. No parking spaces are required for affordable housing units, senior housing units, or single-resident occupancy units

b. Non-Residential

   1. 2 parking spaces / 1000 s.f.

D. Building Types

Building Type	Minimum Lot Width				
	0-50'	75'	100'	125'	150'
Mansion			+		
Rowhouse	+	+	+	+	-
Live / Work	+	+	+	+	-
Side Yard Housing		+	-		
Courtyard Housing 2.5			+	+	
Courtyard Housing 3.0				+	-

The building types allowed within the UG-3 zone shall be limited to those in the table above, and placed only on lots with the minimum lot width shown. See Article III (Building Type Standards) for performance standards, and Article IV (Design Guidelines) for architectural expression guidance.

E. Allowed Land Uses

The following land uses may occur within the UG-3 zone, subject to the noted permit requirements:

Allowed Use	Permit
Multi-Family	P
Home Occupations	P
Corner Store*	U
Parks & Recreation	P
Community Meeting	U
Bed & Breakfast	P
Lodging	U
Civic / Library+	P
Special Residential	U

P = Permitted by Right

U = Use Permit

** Alcohol serving establishments are subject to a Use Permit under the provisions of the Alcohol Ordinance (Ch. 24 of the Municipal Code).*

+ Civic uses are Permitted by Right in all zones and subject to Design Review.

Page: 119

Author:
Date: 6/9/2006 12:11:56 PM
Section should list "Stacked Dwelling" to be consistent with drawing, "Allowed Lots (if qualified by size)", page. III-56

State of California - The Resources Agency
ARNOLD SCHWARZENEGGER, *Governor*

DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201

Post-it® Fax Note 7671	Date 6/20/06	# of pages ▶ 5
To CORY LINDBERG VAUGHN	From MAGGIE IDE	
Co./Dept. RINCON	Co. CITY of VENTURA	
Phone # 641-1000	Phone # 654-7727	
Fax # 641-1072	Fax #	

June 17, 2006

Margaret Ide
City of San Buenaventura
501 Poli Street
P.O. Box 99
Ventura, CA 93001

Notice of Preparation of a Draft Environmental Impact Report for the 2006 Ventura Downtown Specific Plan Project SCH #2006051071

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. The proposed project involves the development and redevelopment of the City of Ventura Downtown Specific Plan area (VDSPA). The VDSPA covers about 525 acres bounded by the Pacific Ocean on the south, the foothills to the north, State Highway 33 to the west, and Sanjon Road to the east.

Note: Although the close of public comment period established for this Notice of Preparation (NOP) by the City of Ventura was June 12, 2006, CEQA regulations allow trustee and responsible agencies 30 days to respond to the lead agency from the day the NOP is received (CEQA Guidelines §15082(b)). The NOP for this proposed project was received by the Department on May 19, 2006.

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.

    a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities (attachment).

    b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.

c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).

d. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 324-3812 to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs)), Significant Natural Areas (SNAs), or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction located in or adjacent to the project area must be addressed.

2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.

a. CEQA Guidelines, § 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.

b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic and outdoor artificial night lighting.

c. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

d. Impacts to migratory wildlife affected by the project should be fully evaluated. This can include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by International treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.

e. Impacts to all habitats from City or County required Fuel Modification Zones.(FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.

f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- August 15) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500 foot buffer for all active raptor nests).

3. An EIR shall describe feasible measures which could minimize significant adverse impacts (CEQA Guidelines §15126.4(a)(1)). Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed.

   a. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts. The List of California Terrestrial Natural Communities is available on request or may be viewed and downloaded online by visiting the Department's website at http://www.dfg.ca.gov/whdab/html/natural_communities.html.

   b. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.

4. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, native woodlands, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.

5. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:

a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.

b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

6. The Department opposes the elimination of watercourses and/or their channelization or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations.

   a. The Department requires a streambed alteration agreement, pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a stream bed alteration agreement may be a project that is subject to CEQA. To facilitate our issuance of the agreement when CEQA applies, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

The Department suggests a pre-project or early consultation planning meeting for all projects. To make an appointment, please call Martin Potter, Wildlife Biologist, at (805) 640-3677. Thank you for this opportunity to provide comment.

Sincerely,

For Larry L. Eng, Ph.D.
Regional Manager
South Coast Region

attachment

cc: Ms. Morgan Wehtje
Department of Fish and Game
Camarillo, California

Mr. Martin Potter
Department of Fish and Game
Ojai, California

Mr. Scott Morgan
State Clearinghouse
Sacramento, California

Welcome! Please Sign In.

Signature/Printed Name	*Address/E-mail*
Ethan Sischo	esischo@andersonpacificllc.com

Comment Sheet

Please let us know your concerns, so we can address them in the EIR.

Name: Ethan Sischo

Affiliation: _____
(resident, businessperson, community group member)

Address: Triangle Site
San Jon Road

Phone: (310) 689-2300

E-mail: esischo@andersonpacificllc.com

Being identified in the Specific Plan as the No 1 Catalytic Project; All 4 Multi-modal Transit locations should be studied under the EIR

In addition, being identified as both a Multi-modal Transit location as well as identified under Focus Area "C", the Triangle Site should be studied under the EIR in accordance withe the designation of UG-3 (Residential Development)

Please submit to:
Maggie Ide, Senior Planner
City of Ventura
Community Development Department
501 Poli Street
Ventura, CA 93001

Appendix B

Air Quality Modeling Results, TDM Fund Calculations
How Compact Neighborhoods Affect Modal Choices, Holtzclaw 1991.

Ventura County APCD TDM Mitigation Fund Calculation

TC = EE * UC * D

where:

TC = Total Cost for TDM Mitigation Fund Program

EE = Excess Emissions over threshold

UC = Unit Cost per pound

$6.00 ROC in 2006$ (January CPI at 198.3)

$8.77 NOx in 2006$ (January CPI at 198.3)

D = Days Of Operation

Project:	Downtown Specific Plan
Completion Date:	2020
Inflation Rate:	4.5%
Days of Operation:	365
Applicable Threshold:	25 pounds per day

Pollutant	Summer Daily Emissions	EE	Adjusted UC	Total Cost
ROC	151.35	126.4	$11.11	$512,445
NOx	70.26	45.3	$21.15	$349,408

TDM Fund: ***$512,445***

Note: Based on URBEMIS 2002 emission rates.

URBEMIS 2002 For Windows 8.7.0

File Name: L:\ESP\VTA Co\VTA, City of\05-58740 Ventura Downtown Specific Plan EIR\Report\ADEIR\Drafts
Project Name: Ventura Downtown Specific Plan
Project Location: Ventura County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	110.86	16.33	11.21	0.00	0.04
TOTALS (lbs/day, mitigated)	110.86	16.33	11.21	0.00	0.04

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	46.88	63.34	513.03	0.91	161.65
TOTALS (lbs/day, mitigated)	40.49	53.93	436.82	0.78	137.64

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	157.74	79.67	524.24	0.91	161.69
TOTALS (lbs/day, mitigated)	151.35	70.26	448.02	0.78	137.67

URBEMIS 2002 For Windows 8.7.0

File Name: L:\ESP\VTA Co\VTA, City of\05-58740 Ventura Downtown Specific Plan EIR\Report\ADEIR\Drafts
Project Name: Ventura Downtown Specific Plan
Project Location: Ventura County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Apartments low rise	35.78	52.09	419.96	0.77	136.82
Hotel	2.36	2.41	19.68	0.03	5.45
Strip mall	6.98	6.99	58.05	0.09	14.84
General office building	1.76	1.85	15.33	0.03	4.54
TOTAL EMISSIONS (lbs/day)	46.88	63.34	513.03	0.91	161.65

Includes correction for passby trips.
Includes the following double counting adjustment for internal trips:
Residential trips: 7.80 % reduction. Nonresidential trips: 13.92 % reduction.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 70 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Apartments low rise	100.00	6.36 trips/dwelling unit	1,600.00	10,179.00
Hotel		7.03 trips/1000 sq ft	150.00	1,054.86
Strip mall		36.96 trips/1000 sq. ft.	100.00	3,696.10
General office building		2.86 trips/1000 sq. ft.	200.00	571.54
		Sum of Total Trips		15,501.50
		Total Vehicle Miles Traveled		106,929.45

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.40	0.40	99.40	0.20
Light Truck < 3,750 lbs	15.30	0.70	98.00	1.30
Light Truck 3,751- 5,750	16.40	0.60	98.80	0.60
Med Truck 5,751- 8,500	7.30	0.00	98.60	1.40
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.80	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	50.00	50.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.50	0.00	93.30	6.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.0	7.8	10.0	10.0	4.7	4.7
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	15.0	15.0
Trip Speeds (mph)	40.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	27.4	17.7	54.9			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Apartments low rise	30.91	44.35	357.58	0.66	116.50
Hotel	2.05	2.05	16.75	0.03	4.64
Strip mall	5.97	5.95	49.43	0.07	12.63
General office building	1.55	1.58	13.06	0.02	3.86
TOTAL EMISSIONS (lbs/day)	40.49	53.93	436.82	0.78	137.64
PERCENTAGE REDUCTION %	14	15	15	15	15

Includes correction for passby trips.
Includes the following double counting adjustment for internal trips:
Residential trips: 7.80 % reduction. Nonresidential trips: 13.92 % reduction.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 70 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Apartments low rise	100.00	5.42 trips/dwelling unit	1,600.00	8,666.85
Hotel		5.99 trips/1000 sq ft	150.00	898.15
Strip mall		31.47 trips/1000 sq. ft.	100.00	3,147.02
General office building		2.43 trips/1000 sq. ft.	200.00	486.64
		Sum of Total Trips		13,198.66
		Total Vehicle Miles Traveled		91,044.47

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	54.40	0.40	99.40	0.20
Light Truck < 3,750 lbs	15.30	0.70	98.00	1.30
Light Truck 3,751- 5,750	16.40	0.60	98.80	0.60
Med Truck 5,751- 8,500	7.30	0.00	98.60	1.40
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.80	0.00	0.00	100.00
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.60	50.00	50.00	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.50	0.00	93.30	6.70

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.0	7.8	10.0	10.0	4.7	4.7
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	15.0	15.0
Trip Speeds (mph)	40.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	27.4	17.7	54.9			
% of Trips - Commercial (by land use)						
Hotel				5.0	2.5	92.5
Strip mall				2.0	1.0	97.0
General office building				35.0	17.5	47.5

MITIGATION OPTIONS SELECTED

Residential Mitigation Measures

Residential Mix of Uses Mitigation

Percent Reduction in Trips is 8.44% (calculated as a % of 9.57 trips/day)
Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips
Inputs Selected:
The number of housing units within a 1/2 mile radius of the project, plus the number of residential units included in the project are 3954.
The employment for the study area (within a 1/2 mile radius of the project) is 5401.

Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2% (calculated as a % of 9.57 trips/day)
Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips
Inputs Selected:
The Presence of Local-Serving Retail checkbox was selected.

Residential Transit Service Mitigation

Percent Reduction in Trips is 1.06% (calculated as a % of 9.57 trips/day)
Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips
Inputs Selected:
The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 93
The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0
The Number of Dedicated Daily Shuttle Trips is 0

Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 3.35% (calculated as a % of 9.57 trips/day)
Note that the above percent is applied to the 'double counting adjusted' trip rate to get Mitigated Trips
Inputs Selected:
The Number of Intersections per Square Mile is 36
The Percent of Streets with Sidewalks on One Side is 2%
The Percent of Streets with Sidewalks on Both Sides is 98%
The Percent of Arterials/Collectors with Bike Lanes or where Suitable, Direct Parallel Routes Exist is 10%

Non-Residential Mitigation Measures

Non-Residential Mix of Uses Mitigation

Percent Reduction in Trips is 8.44%
Inputs Selected:
The number of housing units within a 1/2 mile radius of the project, plus the number of residential units included in the project are 3954.
The employment for the study area (within a 1/2 mile radius of the project) is 5401.

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%
Inputs Selected:
The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 1.06%
Inputs Selected:
The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 93
The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 0
The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

Percent Reduction in Trips is 3.35%
Inputs Selected:
The Number of Intersections per Square Mile is 36
The Percent of Streets with Sidewalks on One Side is 2%
The Percent of Streets with Sidewalks on Both Sides is 98%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,
Direct Parallel Routes Exist is 10%

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Area

The area souce mitigation measure option switch changed from off to on.
The landscape year changed from 2005 to 2020.

Changes made to the default values for Operations

The pass by trips option switch changed from off to on.
The double counting option switch changed from off to on.
The mitigation option switch changed from off to on.
The operational emission year changed from 2005 to 2020.
The operational winter selection item changed from 3 to 2.
The operational summer temperature changed from 75 to 70.
The operational summer selection item changed from 6 to 4.
The Res and Non-Res Mix of Uses Mitigation changed from off to on.
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.
The Res and Non-Res Transit Service Mitigation changed from off to on.
The Res and Non-Res Ped/Bike Mitigation changed from off to on.

URBEMIS 2002 For Windows 8.7.0

File Name: L:\ESP\VTA Co\VTA, City of\05-58740 Ventura Downtown Specific Plan EIR\Report\ADEIR\Drafts\Air Qu
Project Name: DTSP Hotel
Project Location: Ventura County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

*** 2006 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	8.70	69.04	63.12	0.72	16.61	3.19	13.42
TOTALS (lbs/day, mitigated)	8.70	69.04	63.12	0.72	16.61	3.19	13.42

*** 2007 ***	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
TOTALS (lbs/day,unmitigated)	126.65	0.91	3.11	0.00	0.08	0.02	0.06
TOTALS (lbs/day, mitigated)	25.74	0.91	3.11	0.00	0.08	0.02	0.06

URBEMIS 2002 For Windows 8.7.0

File Name: L:\BSP\VTA Co\VTA, City of\05-58740 Ventura Downtown Specific Plan EIR\Report\ADEIR\Drafts\Air Qu
Project Name: DTSP Hotel
Project Location: Ventura County
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2006
Construction Duration: 12
Total Land Use Area to be Developed: 3.4 acres
Maximum Acreage Disturbed Per Day: 0.9 acres
Single Family Units: 0 Multi-Family Units: 0
Retail/Office/Institutional/Industrial Square Footage: 75000

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	13.23	-	13.23
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	2.24	45.54	8.33	0.72	1.15	0.96	0.19
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	2.24	45.54	8.33	0.72	14.38	0.96	13.42
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	9.00	-	9.00
Off-Road Diesel	8.61	68.91	61.33	-	3.19	3.19	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.09	0.13	1.79	0.00	0.01	0.00	0.01
Maximum lbs/day	8.70	69.04	63.12	0.00	12.20	3.19	9.01
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.15	0.09	1.83	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.15	0.09	1.83	0.00	0.03	0.00	0.03
Max lbs/day all phases	8.70	69.04	63.12	0.72	16.61	3.19	13.42
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.14	0.08	1.72	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	126.14	-	-	-	-	-	-
Arch Coatings Worker Trips	0.13	0.06	1.48	0.00	0.03	0.00	0.03
Asphalt Off-Gas	0.21	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.04	0.79	0.15	0.00	0.02	0.02	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	126.65	0.91	3.11	0.00	0.08	0.02	0.06
Max lbs/day all phases	126.65	0.91	3.11	0.00	0.08	0.02	0.06

Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '06
Phase 1 Duration: 0.6 months
Building Volume Total (cubic feet): 294000
Building Volume Daily (cubic feet): 31500
On-Road Truck Travel (VMT): 1749
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jun '06
Phase 2 Duration: 1.2 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Rubber Tired Dozers	352	0.590	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jul '06
Phase 3 Duration: 10.2 months
Start Month/Year for SubPhase Building: Jul '06
SubPhase Building Duration: 10.2 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

Start Month/Year for SubPhase Architectural Coatings: May '07
SubPhase Architectural Coatings Duration: 1 months
Start Month/Year for SubPhase Asphalt: May '07
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 0.9
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

CONSTRUCTION EMISSION ESTIMATES MITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2006***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	13.23	-	13.23
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	2.24	45.54	8.33	0.72	1.15	0.96	0.19
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	2.24	45.54	8.33	0.72	14.38	0.96	13.42
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	2.88	-	2.88
Off-Road Diesel	8.61	68.91	61.33	-	3.19	3.19	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.09	0.13	1.79	0.00	0.01	0.00	0.01
Maximum lbs/day	8.70	69.04	63.12	0.00	6.08	3.19	2.89
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.15	0.09	1.83	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.15	0.09	1.83	0.00	0.03	0.00	0.03
Max lbs/day all phases	8.70	69.04	63.12	0.72	16.61	3.19	13.42
*** 2007***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Bldg Const Worker Trips	0.14	0.08	1.72	0.00	0.03	0.00	0.03
Arch Coatings Off-Gas	25.23	-	-	-	-	-	-
Arch Coatings Worker Trips	0.13	0.06	1.48	0.00	0.03	0.00	0.03
Asphalt Off-Gas	0.21	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.04	0.79	0.15	0.00	0.02	0.02	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	25.74	0.91	3.11	0.00	0.08	0.02	0.06
Max lbs/day all phases	25.74	0.91	3.11	0.00	0.08	0.02	0.06

Construction-Related Mitigation Measures

Phase 2: Soil Disturbance: water 3 X daily
Percent Reduction(ROG 0.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 68.0%)
Phase 3: Offgassing: Rule 1113
Percent Reduction(ROG 80.0% NOx 0.0% CO 0.0% SO2 0.0% PM10 0.0%)
Phase 1 - Demolition Assumptions
Start Month/Year for Phase 1: Jun '06
Phase 1 Duration: 0.6 months
Building Volume Total (cubic feet): 394000
Building Volume Daily (cubic feet): 31500
On-Road Truck Travel (VMT): 1749
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

Phase 2 - Site Grading Assumptions
Start Month/Year for Phase 2: Jun '06
Phase 2 Duration: 1.2 months
On-Road Truck Travel (VMT): 0
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Rubber Tired Dozers	352	0.590	8.0
2	Tractor/Loaders/Backhoes	79	0.465	8.0

Phase 3 - Building Construction Assumptions
Start Month/Year for Phase 3: Jul '06
Phase 3 Duration: 10.2 months
Start Month/Year for SubPhase Building: Jul '06
SubPhase Building Duration: 10.2 months
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

Start Month/Year for SubPhase Architectural Coatings: May '07
SubPhase Architectural Coatings Duration: 1 months
Start Month/Year for SubPhase Asphalt: May '07
SubPhase Asphalt Duration: 0.5 months
Acres to be Paved: 0.9
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day

Changes made to the default values for Land Use Trip Percentages

Changes made to the default values for Construction

Phase 2 mitigation measure Soil Disturbance: water 3 X daily
has been changed from off to on.
Phase 3 mitigation measure Offgassing: Rule 1113
has been changed from off to on.

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stop sprawl

How Compact Neighborhoods Affect Modal Choice - Two Examples

Dr. John Holtzclaw

I've been asked many times if there is a threshold residential density above which many more residents take transit. I have said it seems to be between 5 to 10 households/residential acre. Or, is there a density above which people are willing to walk or bike? And the answer seems to be similar. The increase in these trips reduces driving trips (and lengths, but that's another story).

San Francisco Bay Area

In 1990 the Metropolitan Transportation Commission surveyed over 10,000 households on one or more days for each trip: reason, origin, destination and mode. I aggregated these reports by the residential density of the household's zone. Residential density is the number of households in the zone divided by the number of residential acres and is an excellent measure of the neighborhoods we live in. It is preferred over population (or households) per total acre because many zones contain other land uses which dilute the measure. A zone, for instance, might contain a compact, walkable neighborhood surrounded by much rural land, giving a population/total acre which is far below the neighborhood density residents experience daily. While another zone containing only housing could appear to have a higher density but really be much more sprawled out and less inviting to pedestrians, bicycles and transit use. Or a dense urban zone which includes a handy commercial and office area and local parks would also have unrepresentatively low population or households per total area.

MTC's survey seems to tell us that transit use rises from 0.2-0.3 daily transit trips/hh at 6 or 7 hh/res ac to 1.3 daily transit trips/hh at 30-50 hh/res ac, above which it declines very slowly.

Walking also starts rising from about 0.6 walking trips/household at about 6-7 hh/res acre, doubling to 1.4 trips/hh at 30 hh/res acre, and continues rising slowly to 1.5 trips at 120 hh/res acre (3-5 story condos and apartments with occasional high-rises). These increases in walking and transit use help explain why, in the San Francisco area, vehicle miles per household fall over 40% every time neighborhood density doubles.

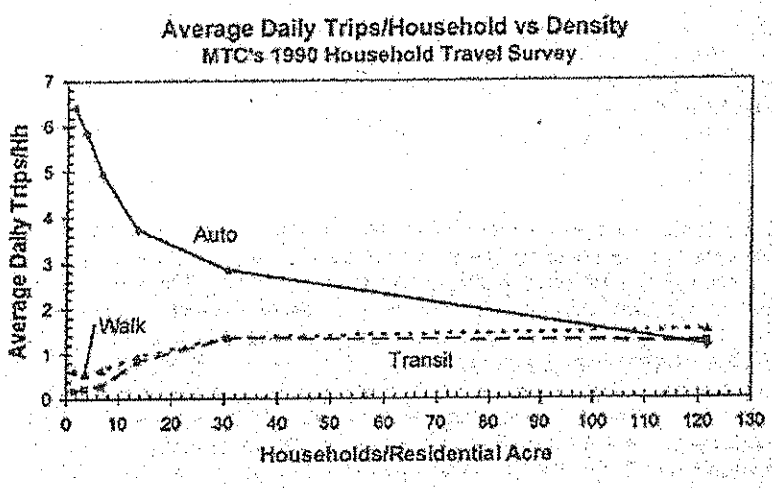
These results parallel the studies of driving, transit use and walking trips among European cities. Denser cities have less driving per capita. Transit trips per capita increase with density until they reach a maximum at moderate densities and fall or remain constant at higher densities. Walking continues rising as density increases.

And this makes sense. When density increases driving falls as trip lengths are shortened and more can be taken by transit or walked or bicycled. (Unfortunately, there were too few bicycle trips in the MTC survey to lead to firm conclusions, although they averaged about 0.1 trips/hh, rising to about 50% higher between 10-20 hh/res ac.) Transit trips increase with density until trip distances become short enough that more are taken by bicycle and foot. Walking trips continue to rise with density as they become more and more convenient. The table below shows the mean values from MTC's 1990 household travel survey.

Daily Trips by Density, from MTC's 1990 Household Travel Survey

Households/Residential Acre

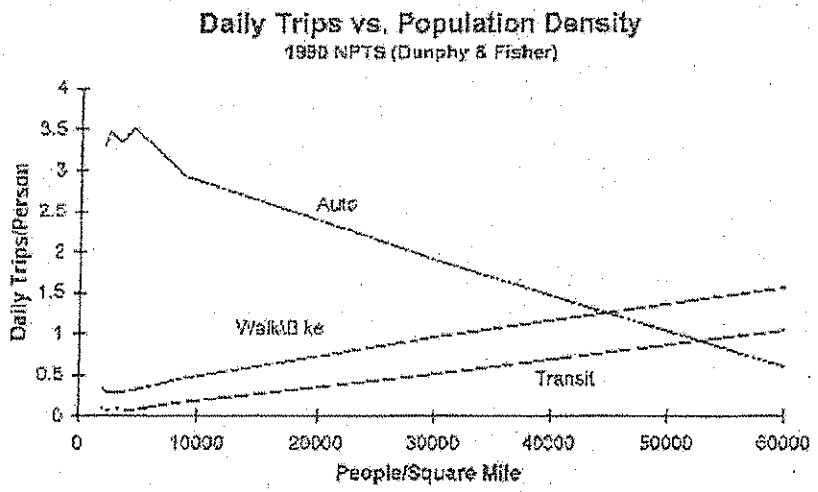
	< 2	2 - 2	5 - 10	10 - 20	20 - 50	> 50
Mean Hh/Res Ac	1.4	3.6	6.7	13.5	30.6	121.9
Daily Veh Trips/Hh	6.4	5.9	5.0	3.8	2.9	1.2
Daily Transit Trips/Hh	0.2	0.2	0.3	0.8	1.3	1.3
Daily Walking Trips/Hh	0.6	0.5	0.6	0.9	1.4	1.5



United States

Dunphy and Fisher ("Transportation, Congestion, and Density: New Insights," Transportation Research Record, No. 1552, Washington DC: Transportation Research Board, Nov. 1996, Table 5) aggregated the 1990 National Personal Transportation Survey (NPTS) by the population per square mile of the household[1]s ZIP code. As described above, the utility of this measure is clouded by the inclusion of nonresidential land (commercial, industrial, parks and other open spaces) in some zones, while others are wholly residential. Nevertheless, that is the only density measure the U.S. Census Bureau provides by ZIP code.

The data show that auto trips decline with increasing population density, as expected. These data indicate a near linear increase in public transit and walking-biking trips per capita with increases in population density above 4500 persons/square mile. Transit trips increase with density from a low of about 0.07 trips/capita below 4500 persons/square mile (about 4 households/residential acre in a residential-only zone) steadily up to 1.03 at the highest density of 60,000 (perhaps 100 hh/res ac in a mixed-use zone). Walking and bicycling trips also increase steadily with density above 4500 persons/square mile from 0.3 per person to 1.55 at the highest density aggregate.



Density vs. Daily Trips, from Dunphy and Fisher

Per/Sq Mi	Auto Trips/Cap	Tr Trips/Cap	Walk\Bike/Cap
2000	3.28	0.08	0.33
2500	3.46	0.07	0.28
3500	3.34	0.08	0.29
4500	3.51	0.06	0.3
6250	3.29	0.11	0.36
8750	2.92	0.16	0.45
30000	1.9	0.5	0.95
60000	0.59	1.03	1.55

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Appendix C

Historic Resources Windshield Survey

DOWNTOWN AREA 1 WINDSHIELD SURVEY

NOTABLE STRUCTURES

DESIGNATED LANDMARKS:

1. Ortega Adobe #2
2. Mission Compound Archaeological Site #6
3. Mission Norfolk Pines #8
4. Mission San Buenaventura #10
5. Hobson Bros. Meat Packing/Great Pacific Iron Works #23 – All buildings on the Patagonia property should be considered contributing
6. Feraud General Merchandise Store #35
7. Charles Cooper House #67
8. Hartman House #69
9. Arcade Building #83
10. Norton Ranch House #89

UNDESIGNATED:

11. Top Hat Burger Palace – cultural icon in Downtown Ventura for 40 years, walkup hamburger stand
12. Miramar Apartments – Spanish Colonial Revival apartment complex, period representative
13. 185 Olive Street – Quonset Hut with brick front used as offices. Ventura only has a few Quonset huts remaining, all on the west end I believe and the most visible at the fair grounds. This is a very good example.
14. Wall Street
15. 201 S. Olive Street – vernacular shingle farm house, one of the only remaining Tortilla Flats homes. I believe it is the home of Beatrice Wyatt (?) who was interviewed by Huell Howser in the same episode with the Windmill Man? Don Taylor thinks the two houses were moved here (see below), but I talked to someone who claimed to know that they are original and says he has more information on Beatrice Wyatt. I will need to contact him again.

CONTRIBUTING STRUCTURES

RESIDENTIAL:

16. 174 and 176 W. Park Row – small 80 year old Southwest style bungalows
17. 124 W. Park Row – vernacular farm house
18. 110 W. Park Row and the house next to it
19. 92 W. Park Row – small Spanish bungalow
20. 242 N. Olive Street
21. 204 N. Olive Street and the house next to it (Double R Towing) – old houses used as part of commercial operation

22. 120 N. Olive Street – Olive Street apartments
23. 126 S. Olive Street – bungalow
24. 223 S. Olive Street – square hipped block house, may be original Tortilla Flats home
25. 285 N. Garden Street
26. 153 N. Garden Street
27. 145, 147, 151 N. Garden Street

COMMERCIAL:

28. 295 N. Olive – small old office/warehouse incorporated into a larger structure
29. 107 N. Olive – industrial building, Mission Linen
30. 43 S. Olive Street – Quonset hut used as offices
31. Edison Building – brick with tile roof, corner of W. Santa Clara Street and S. Ventura Avenue
32. 180 N. Garden Street – brick office / warehouse
33. Industrial buildings at the end of North Garden
34. 159 N. Ventura Avenue – brick offices
35. 141, 145 N. Ventura Avenue – brick offices
36. 225 – 231 E. Main Street – buildings part of mission complex

ART:

37. Father Serra statue placed in front of Mission in 1994 by Knights of Columbus
38. Ventura River Bike Path public art
39. Art City – 197 Dubbers Street

SIGNS:

40. Travel Town sign on Ventura Avenue at Fix Way

POTENTIAL DISTRICT:

41. Wall Street District - Bounded by Cedar Street, Park Row, Ventura Avenue, and Eastwood Park
    - 115 Cedar Street – small, well-kept vernacular house next to Eastwood Park with part of Aqueduct visible on the property
    - 153 Cedar Street – apartment complex next door to Miramar Apartments which also extends down the hill
    - 179 – 253 Cedar Street – series of seven bungalows of various styles, relatively unaltered
    - 130, 150, 156, 234, 264, 274, 284, 296 N. Ventura Avenue – small older houses in deteriorated but near original condition
    - 170 N. Ventura Avenue – Johnny's Fine Mexican Food, walk-up food stand, cultural icon along the Avenue similar to Top Hat
    - 222 N. Ventura Avenue – Clark's Printing, altered commercial building

DOWNTOWN AREA 2 WINDSHIELD SURVEY

NOTABLE STRUCTURES

DESIGNATED LANDMARKS:

42. Father Serra Statue #3
43. Ventura County Courthouse (City Hall) #4 – 501 Poli
44. Judge Ewing Residence #14 – 605 Poli
45. Elizabeth Bard Memorial Hospital #19 – 121 N. Fir
46. Franz Residence #21 – 31 N. Oak
47. First Post Office Building #25 – 337 E. Main
48. Hitching Post #26 – 88 N. Ann
49. Old Town Livery #30 – 34 N. Palm
50. Packard Garage #31 – 31 N. Oak
51. Theodosia Burr Shepherd Gardens (Point of Interest) #34
52. First National Bank of Ventura Site (Point of Interest) #36 – 401 E. Main
53. Sheridan Residence #42 – 1029 Poli
54. Blackstock House #51 – 835 E. Main
55. Nellie Clover House #53 – 857 E. Main
56. Morrison House #57 – 331 Poli
57. David S. Blackburn House #59 – 721 E. Main
58. El Jardin Patio Building #63 – 455 E. Main
59. Brakey Residence #64 – 411 Poli
60. Charles Corcoran House #66 – 831 Buena Vista
61. J. A. Day House #70 – 759 Poli
62. Kate Duval House #74 – 953 E. Main
63. Hammonds/Reese House #79 – 637 Poli

UNDESIGNATED:

64. 63 N. Ash St. – Smith-Hobson Building, 1962 Art Deco modern
65. 697 Buena Vista St. – Merle J. Rogers House, large craftsman bungalow, visible landmark
66. 721 Buena Vista St. – small Victorian, James A. Donlon House, moved from Plaza Park
67. 1081 Buena Vista St. – W. D. Clark House, Colonial Revival
68. Grant Park Arch – Brakey Road
69. 477 E. Main Street – Ventura Inn
70. 651 E. Main Street – old E. P. Foster Library

CONTRIBUTING STRUCTURES

RESIDENTIAL:

71. 81 N Ann Street
72. 93 N Ann Street
73. 12 N Ash Street
74. 34 ? N Ash Street – old garage between 12 and 46
75. 94 N Ash Street
76. 95 N Ash Street
77. 135 N Ash Street
78. 138 Ash Street
79. 705 Buena Vista Street
80. 782 Buena Vista Street
81. 787 Buena Vista Street – Davis House, Queen Ann
82. 807 Buena Vista Street
83. 832 Buena Vista Street
84. 844 Buena Vista Street – Spanish eclectic 4-plex
85. 864-870 Buena Vista St. – Buena Vista Apartments, 1926
86. 880 Buena Vista Street
87. 39 N California Street
88. 87 N Chestnut Street
89. 835 Church Street
90. 857 Church Street
91. 31 N Fir Street
92. 43 N Fir Street
93. 57 N Fir Street
94. 58 N Fir Street
95. 62 N Fir Street
96. 69 N Fir Street
97. 85 N Fir Street
98. 92 N Fir Street
99. 138 N Fir Street
100. 33 N Kalorama Street
101. 83 N Kalorama Street
102. 93 N Kalorama Street
103. 113 N Kalorama Street
104. 137 N Kalorama Street
105. 30 N Laurel Street
106. 31 N Laurel Street – Craftsman Bungalow with river rock fireplace and wall
107. 38 N Laurel Street
108. 39 N Laurel Street
109. 57 N Laurel Street
110. 71 N Laurel Street - Queen Ann with Eastlake details built in 1892 and owned by William McGuire
111. 79 N Laurel Street

112. 93 N Laurel Street
113. 867 E Main Street
114. 895 E Main Street
115. 929 E Main Street
116. 943 E Main Street
117. 973 E Main Street
118. 1031 E Main Street
119. 1041 and 1043 E Main Street
120. 1057 E Main Street – 2 bungalows
121. 1081 E Main Street
122. 1093 E Main Street
123. 58 N Oak Street
124. 84 N Palm Street
125. 335 Poli Street
126. 349 Poli Street
127. 359 Poli Street
128. 371 Poli Street
129. 421 Poli Street
130. 570 Poli Street
131. 584 Poli Street
132. 688 Poli Street
133. 701 Poli Street
134. 725 Poli Street
135. 732 Poli Street
136. 743 Poli Street
137. 772 Poli Street
138. 793 Poli Street
139. 807 Poli Street
140. 819 Poli Street
141. 828 Poli Street
142. 847 Poli Street
143. 854 Poli Street
144. 866 Poli Street
145. 869 Poli Street
146. 883 Poli Street
147. 902 Poli Street
148. 916 Poli Street
149. 922 Poli Street
150. 924 Poli Street
151. 931 Poli Street
152. 932 Poli Street
153. 934 Poli Street
154. 940 Poli Street
155. 947 Poli Street
156. 952 Poli Street
157. 955 Poli Street

158. 962 Poli Street
159. 993 Poli Street
160. 1043 Poli Street
161. 1057 Poli Street
162. 1069 Poli Street
163. 1081 Poli Street

COMMERCIAL:

164. 301 E Main Street
165. 315 E Main Street
166. 327 E Main Street
167. 337 E Main Street
168. 343 E Main Street
169. 353 E Main Street
170. 359 E Main Street
171. 363 E Main Street
172. 377-379 E Main Street
173. 387 E Main Street
174. 419 E Main Street
175. 433 E Main Street
176. 443 E Main Street
177. 471 E Main Street
178. 607 E Main Street
179. 651 E Main Street – old and new E. P. Foster Library
180. 695 E Main Street
181. 701 E Main Street
182. 757 E Main Street – Reardon Funeral Home
183. 46 N Oak Street
184. 50 N Oak Street

POTENTIAL DISTRICT:

185. 600 and 700 Blocks of Poli
186. Main Street from Palm to Chestnut, both sides
187. Fir Street, West side bungalows
    - 31 N Fir – Colonial Revival owned by J. P. Rasmussen
    - 43 N Fir – built in 1909 for Frank E. Jones
    - 57 N Fir – shingled California Bungalow built in 1912 for William B. Alpin
    - 69 N Fir – built in 1910 for John G. Bowker, later occupied by James Rains
    - 85 N Fir – California Bungalow built for Clay G. Knox in 1910

DOWNTOWN AREA 3 WINDSHIELD SURVEY

NOTABLE STRUCTURES

DESIGNATED LANDMARKS:

188. Selwyn Shaw House #46
189. Bert Shaw House #50
190. Granger House #56
191. Suyter House #62

DESIGNATED DISTRICT:

Selwyn Shaw Block between Buena Vista Street and Poli Street and Ann Street and Hemlock Street

UNDESIGNATED:

192. Memorial Park
193. 70 N Ann St. – Victorian, Mayhew Residence
194. 1219 Buena Vista St. – Victorian, Mercer House
195. 1236 Main Street – Colonial Revival
196. 1183 Meta Street – Rasmussen House
197. 1244 Poli Street – Victorian, Gould House
198. 1293 Poli Street – Colonial Revival, McCandless House
199. 1338 E Santa Clara Street – First Methodist Episcopal Church

CONTRIBUTING STRUCTURES

RESIDENTIAL:

200. 184 N Ann Street
201. 142 S Ann Street
202. 168 S Ann Street
203. 182 S Ann Street
204. 232 S Ann Street
205. 1119 Buena Vista Street
206. 1169 Buena Vista Street – Ernest Shaw House, bungalow
207. 1293 Buena Vista Street
208. 1338 Buena Vista Street
209. 1346 Buena Vista Street
210. 145 N Crimea Street
211. 159 N Crimea Street
212. 37 S Crimea Street
213. 58 S Crimea Street
214. 157 S Crimea Street

215. 171 S Crimea Street
216. 39 N Hemlock Street – bungalow
217. 40 N Hemlock Street
218. 54 N Hemlock Street – in very poor condition
219. 59 N Hemlock Street – bungalow
220. 66 N Hemlock Street
221. 69 N Hemlock Street
222. 75 N Hemlock Street
223. 81 N Hemlock Street
224. 82 N Hemlock Street
225. 94 N Hemlock Street
226. 126 N Hemlock Street
227. 34 S Hemlock Street
228. 56 S Hemlock Street
229. 155 S Hemlock Street – Wilson Residence, California Bungalow
230. 169 S Hemlock Street
231. 178 S Hemlock Street
232. 179 S Hemlock Street
233. 211 S Hemlock Street – house in rear of Meta Market
234. 218 S Hemlock Street
235. 219, 229, 239 Hemlock Street – series of small bungalows
236. 228 S Hemlock Street
237. 257 S Hemlock Street
238. 264 S Hemlock Street
239. 274 S Hemlock Street
240. 1155-1161 E Main Street – Spanish eclectic bungalow apartment court
241. 1209 E Main Street – Spanish revival Casa Vista Apartments
242. 1224 E Main Street
243. 1236 E Main Street
244. 1278 E Main Street
245. 1288 E Main Street
246. 1108 Meta Street
247. 1119 Meta Street
248. 1120 Meta Street
249. 1129 Meta Street
250. 1143 Meta Street
251. 1144 Meta Street
252. 1164 Meta Street
253. 1193 Meta Street – row of three small bungalows
254. 1242 Meta Street
255. 1243 Meta Street
256. 1255 Meta Street
257. 1256 Meta Street
258. 1293 Meta Street
259. 1106 Poli Street – Period Revival English Tudor, recently re-stuccoed and re-roofed but otherwise doesn't seem to be significantly altered

260. 1132 Poli Street – Spanish apartment court
261. 1172 Poli Street – bungalow
262. 1182 Poli Street – bungalow
263. 1194 Poli Street – bungalow
264. 1245 Poli Street – Spanish eclectic
265. 1257 Poli Street – bungalow
266. 1262 Poli Street
267. 1279 Poli Street – bungalow
268. 1355-11359 Poli Street – front house
269. 1106 Santa Clara Street – Richard Teague House, Colonial Revival
270. 1120 Santa Clara Street – Vernacular Victorian
271. 1156 Santa Clara Street – Vernacular Victorian
272. 1170 Santa Clara Street – Ely House, Vernacular Victorian
273. 1180 Santa Clara Street – Kelsey House, Vernacular Victorian
274. 1203 Santa Clara Street – Everett House, California Bungalow
275. 1225 Santa Clara Street
276. 1237 Santa Clara Street
277. 1254 Santa Clara Street
278. 1268 Santa Clara Street
279. 1285 Santa Clara Street
280. 1295 Santa Clara Street
281. 1311 Santa Clara Street – Barnes Residence, California Bungalow

COMMERCIAL:

282. 1194 Meta Street – Meta Market
283. 1271 Santa Clara Street – Santa Clara Street Kindergarten School
284. 1199 E Thompson Blvd. – brick warehouse in rear of building

TREE:

285. Large Magnolia Tree – 144 Crimea Street

NEEDS RESEARCH:

286. 1294 Main Street – looks like it was always commercial
287. 1133 E Thompson – corrugated steel building

POTENTIAL DISTRICT:

288. Hemlock Street
289. Santa Clara Street – particularly 1156 to 1180
290. Poli Street across from Shaw Block
    - 1106 Poli Street – Period Revival English Tudor, recently re-stuccoed and re-roofed but otherwise doesn't seem to be significantly altered
    - 1132 Poli Street – Spanish apartment court

- 1164 Poli Street – remodeled bungalow
- 1172 Poli Street – bungalow
- 1182 Poli Street – bungalow
- 1194 Poli Street – bungalow

DOWNTOWN AREA 4 WINDSHIELD SURVEY

NOTABLE STRUCTURES

DESIGNATED LANDMARKS:

291. Conklin Residence, 608 Thompson Blvd. (Mitchell Block), #7
292. Plaza Park Morton Bay Fig, Mitchell Block Historic District, #11
293. Mission Park Morton Bay Fig, Mission District, #12
294. Ventura Guaranty and Loan Building, 592 E. Main St.(Bahn's Jewelry Store), #15
295. San Miguel Chapel Site and Oak Tree, #16 (and future #96)
296. Shisholop Village Site, Point of Interest #35
297. Ventura Wharf, #20
298. Ventura Theater, 608 E. Main St., #24
299. Gordon Grant Murals, Post Office, 675 E. Santa Clara St., #29
300. Peirano Store/Wilson Studios, 204 E. Main St., #32
301. Peirano Residence, 107 Figueroa St., #33
302. First National Bank Building, 494 E. Main St., #37
303. Bank of Italy, 394 E. Main St., #38
304. Dr. C. F. Miller Residence, 128 S. California St., #39
305. A. C. Martin Building, 67 S. California St., #40
306. Chaffey and McKeeby Store Site, Point of Interest #43
307. Dacy Fazio House, 557 E. Thompson, #48
308. Elwell House, 143 S. Figueroa St., #61
309. Ventura Mutual Fire Insurance Co., 692 E. Main St., #71
310. McCoskey Love House, 119 Figueroa St., #73
311. Carlo Hahn House, 211 E. Santa Clara St., #78
312. Mission Lavanderia, 208 E. Main St., #85
313. Erle Stanley Gardner Office, 21 S. California St., #86
314. Freemont's Camp, 100 Block of Main St., Point of Interest #90
315. China Alley, Figueroa Plaza, Point of Interest #91
316. 180 S. Palm Street, (future #97)

UNDESIGNATED:

317. Congressman William Vandever (first U.S. Congressman from Ventura) Residence, 144 S. California Street, unusual vernacular Victorian cottage
318. Firestone Tires, 200 S. California Street, Zigzag Moderne

319. Odd Fellows Temple, 516 and 522 E. Main Street, built in 1896, it is the oldest building on Main Street other than the Mission, built by and continuously occupied by the Odd Fellows
320. Masonic Temple, 482 E. Santa Clara Street, 1929 Mediterranean
321. Hotel Fosnaugh (Somerset), 540 E. Santa Clara Street, Period Revival English Tudor

CONTRIBUTING STRUCTURES

322. 10 S. California Street
323. 14 S. California Street
324. 24-40 S. California Street
325. 31 S. California Street
326. 53 S. California Street, 1929 Astor Hotel (Sportsman)
327. 66 S. California Street
328. 130 Junipero Street, industrial building
329. 210 E. Main Street
330. 218-222 E. Main Street
331. 230 E. Main Street
332. 242 E. Main Street
333. 254-256 E. Main Street
334. 278 E. Main Street
335. 294 E. Main Street
336. 324 E. Main Street
337. 328 E. Main Street
338. 340 E. Main Street
339. 374 E. Main Street
340. 378 E. Main Street
341. 384 E. Main Street
342. 404-410 E. Main Street, 1948 Woolworth's, building has freight elevator originally operated by water distribution – one of only two in the state
343. 422 E. Main Street, J. J. Newberry Building, 1920s – rebuilt from original plans after fire in 1990s
344. 434 E. Main Street
345. 440 E. Main Street
346. 446 E. Main Street
347. 454 E. Main Street
348. 468 E. Main Street
349. 472 E. Main Street
350. 478 E. Main Street
351. 484 E. Main Street
352. 532 E. Main Street
353. 540 E. Main Street
354. 546 E. Main Street
355. 554 E. Main Street
356. 560 E. Main Street

357. 566 E. Main Street
358. 574 E. Main Street
359. 586 E. Main Street
360. 27-35 S. Oak Street
361. 51 S. Oak Street
362. 54 S. Oak Street
363. 76 S. Oak Street
364. 79, 87, 97 S. Oak Street
365. 33 S. Palm Street
366. 134 S. Palm Street
367. 167 S. Palm Street, El Patio Hotel
368. 168 S. Palm Street
369. 24 E. Santa Clara Street, industrial buildings, old Shields Brewery
370. 181 E. Santa Clara Street, Fire Station One, Clocktower Inn
371. 500 E. Santa Clara Street, Seaside Gas and Ventura Bus Terminal, remodeled
372. 130 E. Thompson Street, industrial building
373. 138 E. Thompson Street
374. 154 E. Thompson Street
375. 186 E. Thompson Street
376. 231 E. Thompson Street
377. 558 E. Thompson Street
378. 564, 566, 568, 570 E. Thompson Street
379. 585 E. Thompson Street

ROADSIDE DINING:

- Tony's Pizzaria – corner of Thompson and Figueroa
- Great Central Steak and Hoagie Company – corner of Thompson and Oak

DESIGNATED DISTRICTS:

Mission District between Ventura Avenue and Palm Street and Poli Street and Santa Clara Street

Mitchell Block, including Plaza Park and 600 block of Thompson

POTENTIAL DISTRICT:

Main Street from Palm to Chestnut

DOWNTOWN AREA 5 WINDSHIELD SURVEY

NOTABLE STRUCTURES

DESIGNATED LANDMARKS:

380. Robert Stacy Judd Church, 101 S. Laurel, #17
381. Site of Magnolia Tree planted by Charles Bartlett family, 754 E. Santa Clara, #22
382. Apostolic Church, 902 E. Main St., #27
383. Southern Methodist Episcopal Church (Victorian Rose), 896 E. Main St., #28
384. Robert Sudden House, 825 E. Front St., #41
385. Jacque Roos House, 82 S. Ash St., #47
386. Sifford House, 162 S. Ash St., #52
387. Dunning House, 932 E. Main St., #55
388. J. Hoover Love House, 970 E. Santa Clara St., #75
389. Pierpont Inn, 550 Sanjon Rd., #80
390. A. D. Briggs Residence, 856 E. Thompson, #81
391. Louis Rudolf House, 958 E. Santa Clara St., #92

UNDESIGNATED:

392. 11 S. Ash St. – Elks Club
393. 934 E. Front St. – The Wharf, Ventura Mill and Lumber Company
394. 305 S. Kalorama – Star Rug
395. 1006 E. Main St. – First Christian Church, Laurel Theatre
396. 500 Sanjon Road – house adjacent to Pierpont Inn, Matttie Gleichman's house
397. 993 E. Santa Clara St. – Harry Valentine House, Oriental Craftsman
398. 806 E. Thompson – Kodani's Restaurant, programmatic architecture

CONTRIBUTING STRUCTURES

RESIDENTIAL:

399. 23 S Ann Street
400. 27 S Ann Street
401. 37 S Ann Street
402. 45 S Ann Street
403. 125, 129 S Ann Street
404. 141 S Ann Street
405. 239 S Ann Street
406. 40 S Ash Street
407. 94 S Ash Street
408. 130, 134, 142, 144 S Ash Street
409. 230 S Ash Street
410. 238 S Ash Street
411. 252 S Ash Street

412. 36, 38 S Fir Street
413. 130 S Fir Street
414. 144 S Fir Street – Original Plaza Park home, Carrie Newby Residence
415. 158 S Fir Street – Original Plaza Park home, Joseph Fossati Residence
416. 24 S Kalorama Street
417. 122 S Kalorama Street
418. 134 S Kalorama Street
419. 144 S Kalorama Street
420. 156 S Kalorama Street
421. 219 S Kalorama Street
422. 236 S Kalorama Street
423. 253, 255, 257, 259 S Kalorama Street – bungalow court
424. 285 S Kalorama Street
425. 295 S Kalorama Street
426. 32 S Laurel Street
427. 38 S Laurel Street
428. 39 S Laurel Street
429. 59 S Laurel Street
430. 76 S Laurel Street
431. 86 S Laurel Street – residential entrance to 1007, 1019 E. Santa Clara Street
432. 132 S Laurel Street
433. 133 S Laurel Street
434. 141 S Laurel Street
435. 153 S Laurel Street
436. 164 S Laurel Street
437. 169 S Laurel Street
438. 179 S Laurel Street
439. 187 S Laurel Street
440. 748, 758 E Main Street
441. 804 E Main Street – garage
442. 834 E Main Street – bungalow
443. 844 E Main Street – bungalow
444. 854 E Main Street – bungalow
445. 880 E Main Street
446. 942 E Main Street
447. 952 E Main Street
448. 958 E Main Street
449. 982 E Main Street
450. 996 E Main Street
451. 1028 E Main Street
452. 1054 E Main Street
453. 1078 E Main Street
454. 1057 Meta Street
455. 1069 Meta Street
456. 1081 Meta Street
457. 1094 Meta Street and parcel next door, probably 073-0-146-030

458. 1095 Meta Street
459. 915 Poinsettia Place, Spanish style apartments
460. 767 E Santa Clara Street – shingle bungalow
461. 829 E Santa Clara Street
462. 830 E Santa Clara Street
463. 845 E Santa Clara Street
464. 848 E Santa Clara Street
465. 864 E Santa Clara Street
466. 880 E Santa Clara Street
467. 889 E Santa Clara Street
468. 894 E Santa Clara Street
469. 906 E Santa Clara Street – 2 identical bungalows
470. 913 E Santa Clara Street
471. 955 E Santa Clara Street
472. 981 E Santa Clara Street
473. 1033 E Santa Clara Street
474. 1034 E Santa Clara Street
475. 1044 E Santa Clara Street
476. 1053 E Santa Clara Street
477. 1058 E Santa Clara Street
478. 1063 E Santa Clara Street
479. 1073 E Santa Clara Street
480. 1082 E Santa Clara Street
481. 1088 E Santa Clara Street
482. 844 E Thompson Blvd. – George T. McFadden Residence, Colonial Revival
483. 871 E Thompson Blvd.
484. 946 E Thompson Blvd.
485. 954 E Thompson Blvd. – John P. Cook Residence, Colonial Revival
486. 977 E Thompson Blvd.
487. 999 E Thompson Blvd.

COMMERCIAL:

488. 809 E Front Street
489. 839 E Front Street
490. 867 E Front Street
491. 973 E Front Street
492. 700 E Main Street
493. 920 E Main Street
494. 567 Sanjon Road – Joe's Crab Shack, notable loss
495. 701 E Santa Clara Street – Bell Telephone Building
496. 732 E Santa Clara Street – The Leewood
497. 1007, 1019 E Santa Clara Street, Spanish Style, Asia America Market
498. 870 E Thompson Blvd.
499. 1023 E Thompson Blvd. – 1938 Mediterranean, Automobile Club of Southern California

POTENTIAL DISTRICTS:

500. Santa Clara Street from Chestnut east

501. South Ann Bungalows
- 23 S Ann Street
- 27 S Ann Street
- 37 S Ann Street
- 45 S Ann Street

502. South Kalorama Bungalows
- 122 S Kalorama Street
- 134 S Kalorama Street
- 144 S Kalorama Street
- 156 S Kalorama Street

503. South Laurel Bungalows
- 133 S Laurel Street
- 141 S Laurel Street
- 153 S Laurel Street
- 169 S Laurel Street
- 179 S Laurel Street
- 187 S Laurel Street
- 999 E Thompson Street

Appendix D

Responses to Comments on the Draft EIR

RESPONSES to COMMENTS on the DRAFT ENVIRONMENTAL IMPACT REPORT

The City of Ventura received seven written comment letters on the Draft Environmental Impact Report (EIR) for the proposed Downtown Specific Plan. As required by CEQA, the City has prepared responses to each of these letters. The comment letters and response follow.

Commenter	Page
1. Christopher Stephens, County Planning Director, Resource Management Agency, County of Ventura	2
2. Alicia Stratton, Planning and Monitoring Division, Ventura County Air Pollution Control District	4
3. Nazir Lalani, Deputy Director, Ventura County Public Works Agency, Transportation Department	7
4. Paul Callaway, Permit Manager, Ventura County Watershed Protection District	12
5. Rosa Muñoz, PE, Utilities Engineer, California Public Utilities Commission	16
6. April Grayson, Associate Regional Planner, Intergovernmental Review, Southern California Association of Governments	18
7. Shireen Rahnema, Gibson, Dunn & Crutcher LLP, representing Lloyd Properties	21
8. Brooke Ashworth, 161 Eugenia Drive, Ventura CA 93003	31

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Christopher Stephens
Director

August 28, 2006

1

Margaret Ide, Associate Planner
Community Development Department, Planning Division
501 Poli Street, Room 117
P.O. Box 99
Ventura, CA 93002-0099

FAX #: 805-653-0763

SUBJECT: Draft EIR for 2006 Downtown Specific Plan

Thank you for the opportunity to review and comment on the above subject project. Attached are the comments that we have received resulting from an intra-county review of the project.

Any responses to these comments should be sent directly to the commenter, with a copy to Carl Morehouse, Ventura County Planning Division, L#1740, 800 So. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Carl Morehouse at (805) 654-2476.

Sincerely,

Post-it® Fax Note 7671	Date 8/24/06	# of pages ▶ 9
To M. Ide	From Chuck Anthony	
Co./Dept.	Co.	
Phone #	Phone #	
Fax # 653-0763	Fax #	

Christopher Stephens
County Planning Director

G:\Planning Division\Outside Environmental Documents\Response Letters\San Buenaventura 06-026-1

Attachment

County RMA Reference Number 06-026-1

Letter 1

COMMENTER: Christopher Stevens, County Planning Director, Resource Management Agency, County of Ventura

DATE: August 28, 2006

The commenter states that he is submitting the intra-county responses to the County's review of the proposed 2006 Downtown Specific Plan Draft EIR. The commenter further states that any responses should be sent directly to the commenter with a copy to Carl Morehouse, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

The comments are noted and the responses will be forwarded to County Staff. Individual comments from County departments are addressed in the responses to letters 2 through 4.

Ventura County
Air Pollution
Control District

669 County Square Drive
Ventura, California 93003

tel 805/645-1400
fax 805/645-1444
www.vcapcd.org

Michael Villegas
Air Pollution Control Officer

2

August 22, 2006

Margaret Ide
Associate Planner
City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, CA 93002-0099

SUBJECT: Request for Review of Draft Environmental Impact Report for the 2006 Ventura Downtown Specific Plan, City of Ventura

Dear Ms. Ide:

Air Pollution Control District staff has reviewed the subject draft environmental impact report (DEIR), which is a proposal for the City of Ventura's 2006 Downtown Specific Plan (DTSP), which updates the 1993 Downtown Specific Plan, and establishes the community's vision for the development of Downtown Ventura. The project area covers an area of approximately 525 acres bounded generally by the Pacific Ocean to the south, the foothills to the north, State Highway 33 to the west and Sanjon Road to the east.

The project involves future development of 1,600 residential units, 100,000 sq. ft. of retail development, 200,000 sq. ft of office development, and 150,000 sq. ft. of hotel development (combined 450,000 sq. ft. of commercial and office use).

We have reviewed Chapter 4.1 and Appendix B of the DEIR. Chapter 4.1 addresses air quality issues and Appendix B contains results from the URBEMIS computer model for the project. We would like to offer the following comments:

1. We note that the double-counting adjustment was not activated mitigated results for the air quality estimates for DTSP projects. Based on the project description, the project involves development of both residential and other types of land uses (i.e. commercial, retail, etc.), therefore the double-counting option could be utilized. We recommend this option be applied to obtain more accurate estimates of project-related air emissions. A

2. Appendix B contains air quality modeling results and Transportation Demand Management (TDM) fund calculations. The TDM fund calculation for the DTSP excess emissions is based on unit costs per pound for reactive organic compounds (ROC) and oxides of nitrogen (NOx) for the year 2000. Please note that more B

current unit costs per pound are available, based on the most recent January consumer price index value. They are: $6.00/lb for ROC and $8.77/lb for NOx. We recommend the fund calculation for the DTSP be revised based on the more recent unit costs.

B cont.

Thank you for the opportunity to comment on this project. If you have any questions, please call me at 645-1426.

Sincerely,

Alicia Stratton

Alicia Stratton
Planning and Monitoring Division

Cc: Carl Morehouse, Ventura County Planning Division ✓

Letter 2

COMMENTER: Alicia Stratton, Planning and Monitoring Division, Ventura County Air Pollution Control District

DATE: August 22, 2006

Response 2A

The commenter suggests applying the double counting trip discount to the URBEMIS2002 air quality model since the specific plan would involve the development of a mix of uses. In response to this comment, the URBEMIS model was re-run with the double counting option turned on. With the double counting discount, estimated daily emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x) would be 151.35 lbs and 70.26 lbs, respectively. This is slightly lower than the emission estimates shown in the Draft EIR. The discussion under Impact AQ-2, beginning on page 4.1-12, will be amended in the Final EIR to reflect these revised emission estimates. Because emission estimates are slightly lower than those presented in the Draft EIR, this change would not identify any new significant effect.

Response 2B

The commenter notes that more current cost estimates for reducing emissions of ROG and NOx that those presented in the Draft EIR are available. In response to this comment, the transportation demand management (TDM) fund was recalculated using the cost estimates provided and the revised air pollutant emission estimates discussed under Response 2A. The resulting TMD fund estimate is $512,445. The residential total would be 74% of this amount, or $379,209 ($237/unit based on 1,600 net new units). The commercial total would be 26% of the total, or $133,236 ($0.30/square foot based on 450,000 net new square feet of development). Measure AQ-2 will be revised in the Final EIR to reflect these fee estimates.

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division

MEMORANDUM

AUG 18 2006

3

DATE: August 17, 2006

TO: Resource Management Agency, Planning Division
Attention: Carl Morehouse

FROM: Nazir Lalani, Deputy Director NL

SUBJECT: Review of Doc 06-026-1
Draft Environmental Impact Report
2006 Ventura Downtown Specific Plan to implement the goals, policies, and programs of the 2005 General Plan, identifies several "catalytic projects" and public infrastructure improvements to facilitate the City's goal for downtown.
Lead Agency: The City of Ventura

The Public Works Agency -- Transportation Department has reviewed the Draft Environmental Impact Report, as proposed by the City of Ventura. The Downtown Specific Plan area includes the City's entire Redevelopment Project Area, bounded by the Pacific Ocean to the south, the foothills to the north, SR 33 to the west, and Sanjon Road to the east. The catalytic projects include the Multi-model Transit Center, Mission Park Cultural Arts Cluster, Beach Connections, Beachfront Promenade, and the California Street off ramp project. The three focus areas are Urban Core (Retail and Office Strategy), Neighborhood Centers, and the Triangle site.

1. Table 4.4-3 of the Environmental Impact Report (EIR) indicates indicated that this project has the potential to generate an additional 18,036 ADT. The EIR also states that the project specific impacts from traffic generated by this would be Less Than Significant impact.

2. The EIR should be revised to include the mitigation measure for the cumulative impact of traffic from this project on Ventura County Road Network.

   The cumulative impact of this project, when considered with the cumulative impact of all other approved (or anticipated) development projects in the County, is potentially significant. The condition for paying the County Traffic Impact Mitigation Fee (TIMF) to address the cumulative impacts of this project on the County Regional Road Network should be included in the EIR. Based on the information provided and the Reciprocal Agreement between the City of Ventura and the County of Ventura, the fee due to the County is:

   18,036 ADT x $34.55/ADT = <u>$623,143.80</u>

The above is an estimate only based on information provided in the EIR. If the project cumulative impacts are not mitigated by payment of a TIMF, current General Plan policy will require County opposition to this project.

Our review of this of the DEIR is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at 654-2080 if you have any questions.

F:\TRANSPOR\LanDev\Non_County\06-026-IVEN.doc

City of San Buenaventura
501 Poli Street
PO Box 99
Ventura, CA 93002-0099

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF VENTURA DOWNTOWN SPECIFIC PLAN

The City of San Buenaventura, as lead agency, announces the availability of a Draft Environmental Impact Report (DEIR) that assesses the environmental impacts associated with the proposed Downtown Specific Plan.
Review Period: **July 12, 2006 through August 28, 2006, by 5:00 p.m.**

Document Availability: The DEIR is available for review at the San Buenaventura City Hall, 501 Poli Street, Room 117, Ventura. The DEIR will also be available at the following public libraries in the City of Ventura: E.P. Foster Library, 651 E. Main Street; Ventura College Library, 4667 Telegraph Road; and Avenue Library, 606 N. Ventura Ave..

City Council/Planning Commission Workshops: All interested persons may attend a Joint City Council/Planning Commission Workshop scheduled to be held July 17, 2006, 7:00 p.m. (501 Poli Street, Ventura) for the Draft Downtown Specific Plan and DEIR. More information can be found on the City of Ventura website: http://www.ci.ventura.ca.us).

Public Hearings: A Planning Commission meeting on the Downtown Specific Plan and DEIR is anticipated to be held on or about October 17, 2006 at 7:00 p.m. (City Hall, 501 Poli Street, Ventura). A Public Hearing on the Downtown Specific Plan and the DEIR is anticipated to be held on or about November 6, 2006 at 7:00 p.m. (City Hall, 501 Poli Street, Ventura). Should these dates change, information regarding public hearing dates can be found on the City of Ventura website: http://www.ci.ventura.ca.us).

Project Location: The Downtown Specific Planning Area is bounded generally by the Pacific Ocean to the south; the foothills to the north; State Highway 33 to the west; and Sanjon Road to the east and is located in the City of San Buenaventura, Ventura County, California.

Project Description: The proposed Downtown Specific Plan involves an update of the 1993 Downtown Specific Plan that currently provides a strategy for revitalization, development standards, design guidelines, and land use, circulation, parking and infrastructure policies, for the City of Ventura Downtown area. The DTSP includes goals, policies, and implementation programs, as well as a Development Code and Streetscape Plan for Downtown Ventura designed to facilitate orderly development within the downtown area and to promote conservation of natural resources, provide upgrades to existing infrastructure, reinvest in older neighborhoods, and provide

"Baseline" set of roadway system improvements. As discussed in the *Setting*, level of service (LOS) "E" (ICU not to exceed 1.00) is the performance standard for freeway ramp intersections and LOS "D" (ICU not to exceed .90) is the performance standard for all other Principal Intersections. Locations not operating at an acceptable LOS with the Baseline Network assumptions are considered deficient, and improvements needed to mitigate the projected deficiencies are identified. Impacts relating to transportation and circulation would also be considered potentially significant if development forecast under the DTSP through 2025 would:

- *Substantially increase traffic-related hazards due to a design feature or incompatible uses; or*
- *Conflict with adopted policies relating to alternative transportation modes, including transit, walking, and bicycling.*

b. Project Impacts and Mitigation Measures.

Impact TC-1	**Growth accommodated under the DTSP would add traffic to the local circulation system. However, future levels of service are projected to remain within City standards at all study area intersections. Therefore, impacts would be Class III, *less than significant.***

The estimated net trip generation increase in the Downtown through 2025 is shown in Table 4.4-3. As indicated, the net increase in trips is estimated at 18,036 ADT, including 1,171 A.M. peak hour trips and 1,586 P.M. peak hour trips.

Table 4.4-3
Estimated Trip Generation Increase

Land Use	Units	Trip Generation		
		ADT	A.M. Peak Hour	P.M. Peak Hour
Residential [a]	1,600 units	10,064	760	912
Retail	100,000 sf	4,432	–	271
Office	200,000 sf	2,202	310	298
Hotel	150,000 sf	1,338	101	105
Total		**18,036**	**1,171**	**1,586**

All trip generation rates from Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.
[a] Assumes that 800 units are apartments and 800 units are residential condominiums. Trips rates are 6.72 ADT, 0.44 A.M. peak hour trips, and 0.52 P.M. peak hour trips per apartment and 5.66 ADT, 0.51 A.M. peak hour trips, and 0.62 P.M. peak hour trips per condominium.
[b] Trip rates (specially retail) are 44.32 ADT and 2.71 P.M. peak hour trips per 1,000 square feet of leasable area (no A.M. peak hour trips).
[c] Trip rates are 11.01 ADT, 1.55 A.M. peak hour, and 1.49 P.M. peak hour trips per 1,000 square feet of gross floor area.
[d] Trip rates are 8.92 ADT, 0.67 A.M. peak hour, and 0.70 P.M. peak hour trips per occupied room (assumes 150 rooms).

Letter 3

COMMENTER: Nazir Lalani, Deputy Director, County of Ventura Public Works Agency, Transportation Department

DATE: August 17, 2006

The commenter notes that growth accommodated under the proposed specific plan would generate an estimated 18,036 average daily vehicle trips (ADT) and suggests that the EIR should include the County Traffic Impact Mitigation Fee (TIMF) as a mitigation measure for cumulative impacts to the Ventura County road network. In accordance with the Reciprocal Fee Agreement between the City and County, the City will continue to collect the TIMF from individual project applicants, including those proposed future projects within the Downtown Specific Plan Area, at the time of approval of such projects. Payment of these fees would address the obligations of individual future applicants with respect to mitigating contributions to cumulative traffic impacts to the regional road network. In response to this comment, the discussion under "Mitigation Measures" for Impact TC-1 will be revised to read as follows:

> ***Mitigation Measures.*** *Traffic levels of service are projected to remain within the acceptable range at all study area intersections; therefore, mitigation is not required. The City will continue to collect applicable traffic impact fees from individual developers within the Specific Plan area, including the County Traffic Impact Mitigation Fee (TIMF).*

4

VENTURA COUNTY
WATERSHED PROTECTION DISTRICT
PLANNING AND REGULATORY DIVISION
800 South Victoria Avenue, Ventura, California 93009
PAUL CALLAWAY, Permit Manager - 805 654-2011

DATE: August 11, 2006

TO: Carl Morehouse, Resource Management Agency

FROM: Paul Callaway, Permit Manager

SUBJECT: RMA 06.026.206 VENTURA DOWNTOWN SPECIFIC PLAN

Watershed Protection District Comments are as follows:

Environmental Services

I reviewed the EIR that was prepared by the City of San Buenaventura (dated July 2006, SCH No. 2006051071) and have the following comments and recommendations.

Section 4.5 (Utilities and Service Systems) describes policies and actions related to water demand, wastewater generation and treatment capacity, and solid waste treatment and disposal. A

Action 8.12 is very clear and provides good direction to planners and individuals interested in developing or redeveloping the Specific Plan area.

Action 8.13 is also very clear. However, to make this action effective and legally enforceable, we recommend changing the word "should" to "shall". Coordinating water quality requirements regionally and establishing a downtown watershed resource inventory is good long term planning and will further the goal of improving water quality in Ventura County. B

Action 8.15 should be deleted from the Specific Plan. This Action gives individuals who wish to pay a fee an opportunity to avoid comprehensive watershed planning and negates Actions 8.12 and 8.13. In addition, without an economic analysis of the fee program, it is likely that the fees the City would collect under such a program will not cover the actual long-term costs of implementing water quality improvement measures as required by the Countywide NPDES permit (No. CA S004002)[1]. An analysis of the potential fees collected relative to the actual costs of implementing water quality improvement programs over the long-term should be prepared and disclosed to the public in advance of certification of this EIR. However, if the City decides to implement a C

[1] The City is a co-permittee and is therefore required, as are all co-permittees, to implement the terms and conditions of this permit.

fee collection program, we recommend that opportunities for individuals to avoid comprehensive watershed planning and avoid providing plans consistent with Actions 8.12 and 8.13 be minimized (i.e., payment of fees should be the exception rather than the rule). C cont

The Specific Plan should include water supply assessment because of potential cumulatively significant impacts on the water supply/demand. Water Code Section 10912 (b) defines projects where water supply assessments are required. In addition, this website (http://www.owue.water.ca.gov/faq/faq.cfm) encourages preparation of water supply assessments and disclosure within Specific Plan updates such as the subject EIR. If a water supply assessment is not included in the final document, please provide a clear explanation of the rationale for the City's decision on this matter. D

Water Quality

Future NPDES Stormwater Permits are expected to include site specific requirements for low impact development in regard to water quality. As such, regional treatment solutions should not be advocated as an acceptable alternative to on-site solutions for water quality control. E

Water Resources

No comment.

Planning and Regulatory

Two Jurisdictional Watercourses – Ventura River and Sajon Barranca – border the redevelopment area. No discussion is included that covers possible effects, if any, to these channels and their tributaries. F

End of Text

Letter 4

COMMENTER: Paul Callaway, Permit Manager, Ventura County Watershed Protection District

DATE: August 11, 2006

Response 4A

The commenter states an opinion that Action 8.12 is clear and provides good direction to planners and developers. This opinion is noted. No response is necessary.

Response 4B

The commenter suggests changing the word "should" in Specific Plan Action 3.13 to "shall." The recommended text change will be made in response to this comment.

Response 4C

The commenter suggests deleting Action 8.15 from the specific plan, suggesting that it is unlikely that fees would cover the long-term costs of implementing required water quality improvements. This suggestion is noted and will be considered by City decisionmakers. However, the Master Drainage Plan required under Action 8.13 (and referred to in Action 8.15) would include an economic/cost analysis to ensure that any fee programs fully fund required regional storm drain improvements. In highly urban environments such as Downtown, the development of regional or areawide solutions for addressing stormwater quality concerns can be more efficient and cost effective than trying to address such concerns on a site-by-site basis.

Response 4D

The commenter states an opinion that the specific plan should include a water supply assessment because of potentially significant cumulative impacts to water supplies and suggests that the California Water Code requires an assessment. It is City staff's opinion that the proposed specific plan does not meet the definition of a "project" under the California Water Code. The Department of Water Resources website to which the commenter refers says that the water supply assessment requires to a specific plan if it "includes a proposed project as defined by SB 610 (Water Code § 10912 (a) or (b)." Section 10912 of the Water Code defines a "project" as: (1) a proposed residential development of more than 500 dwelling units; (2) a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space; (3) a proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; (4) a proposed hotel or motel, or both, having more than 500 rooms; (5) a proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; (6) a mixed-use project that includes one or more of the projects specified in this subdivision; or (7) a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project. The proposed project is not a development project, but

a specific plan for the possible future development/redevelopment of the Downtown area. Any future developments within the specific plan area that meet the criteria listed in Section 10912 of the Water Code would require a water supply assessment. However, the specific plan does not include any development and would not in itself generate demand for water; therefore, the requirements of SB 610 do not apply.

It should be noted that Section 4.5 of the EIR discusses water supply issues. The proposed specific plan is consistent with the 2005 General Plan and, as noted in Section 4.5, the City's 2005 Urban Water Management Plan (UWMP) identifies adequate water supplies to meet projected citywide growth. Therefore, significant water supply impacts are not anticipated.

Response 4E

The commenter reiterates an opinion that regional water treatment solutions should not be advocated as an acceptable alternative to on-site control of surface runoff. This opinion is noted. Please see Response 4C. Any future developments within the specific plan area would comply with applicable requirements of the NPDES and the Ventura County SQUIMP.

Response 4F

The commenter states that the Draft EIR does not discuss possible effects to the Ventura River or Sanjon Barranca. It is not anticipated that any future development within the specific plan area would adversely affect either of those watercourses. Nevertheless, the Ventura River is actually discussed in several places in the Draft EIR. Notably, Tables 4.3-2 and 4.3-3 in Section 4.3, *Land Use and Planning*, discuss consistency of the plan with Coastal Act and Southern California Association of Governments (SCAG) policies, including policies relating to the marine environment. As indicated in those tables, the specific plan includes a number of actions that would avoid impacts to that resource and enhance its biological productivity. As noted in Table 2-2 in Section 2.0, *Project Description*, the specific plan includes a Ventura River Estuary Enhancement program for which funding has been identified. As discussed in Section 4.5, all future development within the specific plan area would be subject to National Pollutant Discharge Elimination System (NPDES) and Ventura County SQUIMP requirements. Continued compliance with these regulatory requirements would reduce indirect impacts to surface water quality a less than significant level.

STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, Governor

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

August 11, 2006

5

RECEIVED

Margaret Ide
City of Ventura
501 Poli Street
Ventura, CA 93002

Dear Ms. Ide:

Re: SCH# 2006051071; City of Ventura Downtown Specific Plan Draft Environmental Impact Report

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor be planned with the safety of the Union Pacific Railroad Company right-of-way in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Freddy Cheung, UP

Letter 5

COMMENTER: Rosa Muñoz, PE, Utilities Engineer, California Public Utilities Commission

DATE: August 11, 2006

The commenter states that any new developments adjacent to or near the rail corridor should consider railroad safety. No new at-grade rail crossings are being considered as part of the specific plan. The City will continue to coordinate with the Public Utilities Commission to ensure that the safety of existing crossings in the Downtown area is maintained and/or enhanced.

SOUTHERN CALIFORNIA

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Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

6

23 August 2006

Ms. Margarot Ide, Associate Planner
City of San Buenaventura, Community Development Department
501 Poli Street
P. O. Box 99
Ventura, CA 93002-0099

RE: **Comments on the Notice of Availability of a Draft Environmental Impact Report for the City of Ventura Downtown Specific Plan**
SCAG No. I20060484

Dear Ms. Ide:

Thank you for submitting the Draft Environmental Report for the above-mentioned project to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has evaluated your submission for consistency with the Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan, and Compass Growth Vision. As noted on page 255 (Item 3) and page 256 (Item 6), the Draft EIR addresses SCAG's policies and forecasts appropriately and has provided sufficient explanation of how the plan helps meet and support regional goals. Based on the information provided in the EIR we have no further comments.

A description of the proposed Plan was published in the July 1-31, 2006 Intergovernmental Review Clearinghouse Report for public review and comment.

If you have any questions, please contact me at (213) 236-1858. Thank you.

Sincerely,

April Grayson

April Grayson
Associate Regional Planner
Intergovernmental Review

DOCS # 126180 v1

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To: Ms. Margaret Ide, Associate Planner Date: 08/23/06

Location: City of San Buenaventura CDD Fax #: (805) 653-0763

Number of pages (including cover): 2

From: April Grayson Phone #: (213) 236-1858

Note: If you do not receive all the pages, please call 213.236.1858

☐ URGENT ☑ FOR REVIEW ☐ FYI

Comments:

SCAG Comment Letter on the Draft Environmental Impact Report for the City of Ventura Downtown Specific Plan.

#1814 fax sheet 07/06

Resolving Regional Challenges

Letter 6

COMMENTER: April Grayson, Associate Regional Planner, Intergovernmental Review, Southern California Association of Governments

DATE: August 23, 2006

The commenter states that the Draft EIR provides sufficient explanation of how the plan meets and supports regional goals and that SCAG has no further comments on the document. This comment is noted. No response is necessary.

GIBSON, DUNN & CRUTCHER LLP
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7

August 28, 2006

Direct Dial
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Fax No.
(213) 229-6096

Client No.
R 54185-00025

VIA FACSIMILE, E-MAIL AND OVERNIGHT COURIER

Maggie Ide, Associate Planner
City of San Buenaventura
Community Development Department
501 Poli Street, Room 125
Ventura, California 93001

Re: *Comments to Draft EIR for Downtown Specific Plan*

Dear Ms. Ide:

On behalf of our client, Lloyd Properties, we would like to take this opportunity to provide comments on the Draft Environmental Impact Report for the City of Ventura Downtown Specific Plan ("Draft EIR"). On June 8, 2006, we provided you with comments on the Notice of Preparation of a Draft Environmental Impact Report for the 2006 Ventura Downtown Specific Plan (the "NOP"). However, given the short turnaround time between the NOP and the release of the Draft EIR as well as the statement in Section 1.4 of the Draft EIR which implies that no comments on the NOP were received, it appears that our previous comments were not taken into consideration during the drafting of this Draft EIR. Thus, many of the comments we will make below are duplicative of the comments provided in response to the NOP. A

I. SCOPE OF THE DRAFT EIR

The Draft EIR identifies five topics for analysis: air quality, cultural resources, land use and planning, utilities/service systems and transportation/traffic. The following impacts should also be analyzed: aesthetics, population and housing, noise and recreation. These additional impacts need to be considered in order to allow the City Council to fully understand the ramifications of Ventura's Draft Downtown Specific Plan, dated April 2006 (the "Draft Specific Plan"). Recreation is especially significant given the "recreation" policy contained in California B

Public Resources Code Sections 30000-30900 (the "Coastal Act"), which is more fully discussed in Section IV herein. Moreover, by expanding the range of impacts analyzed in depth, this "program" EIR will allow both public and private developers to "tier" off the program EIR in the future, and, consistent with CEQA, will allow the City to implement the "vision" embodied in the Specific Plan in the most expeditious and efficient manner. B Cont.

II. CATALYTIC PROJECTS

The Draft EIR identifies the Triangle Site as one of the possible locations for Catalytic Project No. 1: Multi-Modal Transit Center. The Final EIR should reflect the fact that City Council members indicated that staff should remove the Triangle Site from the list of possible sites for the multi-modal transit center at the City Council and Planning Commission Joint Workshop: Draft Downtown Specific Plan Review on June 19, 2006.

Despite the fact that the Triangle Site is no longer being considered as a possible location for Catalytic Project No. 1, an in depth review of the catalytic projects called out by Ventura's Draft Downtown Specific Plan (the "Draft Specific Plan"), at each of the possible locations, is required. The impacts reviewed should include air quality, cultural resources, land use and planning, utilities/services, transportation/traffic, parking, aesthetics, population and housing, noise and recreation, as well as possible alternative uses for each identified site that might eliminate some or all of the potential impacts. It would be useful to provide the analysis in a format that will permit the decision makers to compare the impacts and benefits of these uses at each of the locations being considered. C

Although City Council members have indicated that the Triangle Site is not an appropriate location for a multi-modal transit center, if the Final EIR continues to reference the Triangle Site as a possible location for a transit center then the environmental review would need to take into account the following factors:

- The Triangle Site is located far from the core of downtown;
- The surrounding uses are low density residential, with the higher density residential uses slated for the core of downtown. The other three possible multi-modal sites discussed in the Draft Specific Plan (Fairgrounds, California/Harbor Site and the unnamed site bounded by Thompson, Ash, Front and Fir Streets) are all closer to the higher density housing, visitor destinations and the core of downtown;
- Vehicular and bicycle access to the Triangle Site is difficult because it is bounded by the freeway on one side and the train tracks on the other;
- Safety issues arising from the need to cross the train tracks to access the site also make the Triangle Site a poor choice for a multi-modal transit center;

- A transit center alone is not an economically viable use. Because of the site's unique circumstances, including its distance from the downtown core and its limited access, it is not a good site for retail uses that might be compatible with transit uses. The net effect of putting the multi-modal facility on the Triangle Site would be to eliminate the possibility of any development on this important "focus area" in the foreseeable future;

- There is an existing Amtrak stop and a large supply of underutilized parking located at the Fairgrounds, making the Fairgrounds a more efficient, sustainable and less consumptive choice for the multi-modal transit center;

- Pursuant to Coastal Act policies, the Fairgrounds is a better site for multi-modal transit because it provides easy access to low-cost, visitor-serving recreation, namely the promenade, the bike-path, the beach and the core of downtown; and

- The City's upcoming improvements on Figueroa Street and the California Street bridge over the freeway, which will re-connect the beach and the Fairgrounds to the core of downtown.

C cont.

III. FOCUS AREAS

Just as catalytic projects merit special attention, the focus areas called out by the Draft Specific Plan should be studied in the Final EIR because of their significance within the Downtown Specific Plan Area. To not consider the impacts of development on these focus areas hinders the decision makers' ability to assess the environmental impacts of focusing on these particular locations. Because the Draft Specific Plan is not definitive on allowable land uses for the three focus areas, we recommend that the Final EIR consider the environmental impacts of a range of reasonably foreseeable developments, consistent with the Specific Plan, on the each of the three focus areas. For example, on the Triangle Site, consideration of a multi-family residential project, permitted by right under UG-3, would be appropriate. Because the existing zoning has permitted a hotel use for years without producing a hotel project (despite the booming real estate market) it is reasonable for the EIR to conclude that a hotel use on the Triangle site is unlikely. In order to demonstrate the foreseeability of a residential project (as opposed to hotel lodging) on the Triangle site, we believe the EIR should include information regarding the occupancy rates of surrounding hotels, including the Pierpont Inn next door to the Triangle Site.

D

In studying residential uses on the Triangle Site, the draft EIR should consider the following factors:

- The Triangle Site is one of the only locations large enough to create the community-based housing concept as contemplated by the "courtyard" housing in the new "form-based code;" and

- The Triangle Site provides a unique opportunity to contribute to a "new art city" by allowing live-work units, affordable to the artists in the nearby arts community.

D cont.

IV. CONSISTENCY WITH THE COASTAL ACT

As noted in Section 4.3 of the Draft EIR, the Final EIR is consistent with the policies of California Public Resources Code Sections 30000-30900 (the "Coastal Act"), which prioritizes, among other things, public access to the beach and low-cost visitor serving recreational uses. However, we believe that the Consistency Discussion in Table 4.3-2 of the Draft EIR should be supplemented to better explain to the Coastal Commission and the public how the Draft Specific Plan is consistent with the Coastal Act. More specifically, the Draft Specific Plan is consistent with the Coastal Act's "public access" policy because the Draft Specific Plan:

- addresses the need to reconnect the downtown to the beach (Draft Specific Plan at I-7);
- includes "Beach Connections" as its Catalytic Project 3 (Draft Specific Plan at I-43);
- recognizes the importance of the $1.2 million dollar capital improvement project ("CIP") on the California Street Bridge in order to make the bridge a more pedestrian-friendly way to access the beach from downtown (Draft Specific Plan at I-43);
- seeks to strengthen and reinforce the pedestrian character of Figueroa Street south of Santa Clara Street to the beach by providing pedestrian scale lighting, street trees, sidewalk upgrades and public art under the Highway 101 bridge (Draft Specific Plan at I-43);
- emphasizes the reconfiguration of San Jon Road, which connects downtown to the beach, to make it more pedestrian friendly (Draft Specific Plan at I-43);
- recognizes the significance of transformation to the beachfront promenade (Draft Specific Plan at I-44); and
- requires all new shoreline development (including anti-erosion or other protective structures) to retain or provide public access in a manner consistent with the Coastal Act (Draft Specific Plan at II-18).

E

In order to better reflect the Coastal Act's emphasis on visitor-serving uses, Table 4.3-2 of the Draft EIR should also be amended so that the Coastal Act Policy header, currently labeled "Article 3 –Recreation," is changed to "Article 3-Recreation and Visitor Serving Uses." Furthermore, Table 4.3-2's "Consistency Discussion" should be supplemented to include further explanation of how the Specific Plan is consistent with the Coastal Act's "recreation" and

F

"visitor-serving" policies. The Specific Plan is consistent with the "recreation" and "visitor-serving" policies because it:

- seeks to maintain and restore the beachfront promenade, a visitor-friendly, low-cost recreational facility, as its Catalytic Project No. 4 (Draft Specific Plan at I-44);
- encourages development and events that "activate the public realm" by maintaining and enhancing parks, streetscapes and open spaces, thereby providing low-cost visitor serving uses (Draft Specific Plan at II-15);
- enhances the public realm through careful placement and design of trees, public art, street furnishings, bike racks, landscaping, signage, newsstands, street lights, paving and receptacles (Draft Specific Plan at II-16);
- seeks to reconnect downtown to the beach and promote other linkages to natural areas, such as the hillsides and Ventura River, thereby enhancing recreational places for future visitors to enjoy (Draft Specific Plan at II-18; Policy 3C);
- authorizes visitor-serving uses such as parks, lodging, bed & breakfast, restaurant, retail, museum/theater and library, in a wide range of zones throughout the downtown area (Draft Specific Plan at III-8); and
- prioritizes economic diversity, which will encourage both residential and retail uses, affordable to a range of income levels, thereby helping to establish an around-the-clock community friendly to visitors and residents alike (Draft Specific Plan at II-20; Policy 4B).

F cont.

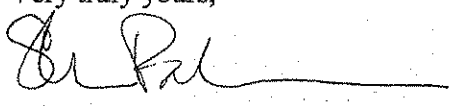
V. CONCLUSION

In conclusion, the Final EIR should (1) analyze impacts including aesthetics, population and housing, noise and recreation; (2) address the impacts of foreseeable developments for each of the "catalytic projects" and "focus areas" listed in the Downtown Specific Plan; (3) acknowledge that the Triangle Site is no longer being considered as a location for the multi-modal transit center; (4) more fully consider the environmental impacts of locating residential uses on the Triangle Site (a foreseeable development) as well as possible alternative uses; and (5) more fully demonstrate the Specific Plan's consistency with the Coastal Act.

G

We hope these comments provide specific examples of how the Final EIR can be prepared to address the goals of the City. Please feel free to contact me with any questions or comments.

Very truly yours,



Shireen Rahnema

SR/drp

cc: Honorable Carl E. Morehouse, Mayor
Honorable Christy Weir, Deputy Mayor
Honorable Neal Andrews, City Councilmember
Honorable Brian Brennan, City Councilmember
Honorable James L. Monahan, City Councilmember
Honorable Bill Fulton, City Councilmember
Honorable Ed Summers, City Councilmember
Rick Cole, City Manager
Nelson Hernandez, Community Development Director
Nicole Horn, Planning Division
Larry C. Bucher, President CEO, Lloyd Properties
Gary Brummett, Executive Vice President CFO, Lloyd Properties
Francis J. Cribbs, Assistant Secretary, Lloyd Properties
Jane Wingfield, Esq.
Amy Forbes, Esq.

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Letter 7

COMMENTER: Shireen Rahnema, Gibson, Dunn & Crutcher LLP, representing Lloyd Properties

DATE: August 28, 2006

Response 7A

The commenter notes that her firm provided comments on the Notice of Preparation (NOP), suggests that the previous comments were not taken into consideration, and notes that many of the comments on the Draft EIR are duplicative of the NOP comments. The commenter's response to the NOP and the comments made by the Lloyd Properties representative at the May 24, 2006 EIR scoping meeting were considered by City and consultant staff as the Draft EIR was prepared and incorporated as deemed appropriate. However, as discussed in Responses 7B through 7E, it is the opinion of City staff that many of the issues raised by the commenter either: (1) are not ripe for discussion at this time given the conceptual nature of the proposed Specific Plan and would be more appropriately addressed as part of the environmental review for individual projects as they are proposed; or (2) are not relevant to the EIR because they do not relate to the environmental effects of the proposed specific plan.

Response 7B

The commenter suggests that the scope of the Draft EIR should be broadened to include additional issues, such as aesthetics, population/housing, noise, and recreation, in order to allow future developers to tier off of the program EIR and implement the specific plan in the most efficient manner. This suggestion is noted. Each of the issues noted by the commenter is discussed in the Initial Study that was prepared for the specific plan and circulated along with the NOP in May 2006. The Initial Study determined that impacts in the noted issue areas could be reduced to a less than significant level through implementation of 2005 General Plan and/or Downtown Specific Plan policies and actions. Therefore, further analysis of these issues was determined not to be necessary. There is no evidence to suggest that the DTSP would result in significant impacts relating to aesthetics, population/housing, noise, or recreation.

To the extent feasible, the City will use the program EIR for the DTSP for future public and private projects within the specific plan area and the determination in the Initial Study that certain issues would not have significant effects as a result of specific plan implementation would not hinder the City's ability to do so. Nevertheless, it should be recognized that certain types of projects may, depending upon their size, nature, and magnitude, have potentially significant impacts that cannot be addressed at a programmatic level. Such projects will require site-specific analysis to supplement the analysis in the program EIR. A determination of what type of environmental documentation will be needed will depend upon the nature and location of the project. This determination will be made on a case-by-case basis at the time individual projects are proposed.

Response 7C

The commenter suggests that the Triangle Site should be removed from the list of possible sites for the multi-modal transit center, suggests that several reasons why other sites would be preferable for that facility, and states an opinion that the EIR should include an in depth review of each of the possible locations for the transit center, including the Triangle Site. Based on a June 19, 2006 determination of the Planning Commission and City Council, the Triangle Site has been removed from the list of possible sites for that facility in the final specific plan and EIR.

City staff do not agree that detailed review of each of the possible sites for the multi-modal transit center is required as part of the program EIR. Per Section 15168 of the CEQA Guidelines, the purpose of a program EIR is to allow agencies to "examine the overall effects of the proposed course of action and to take steps to avoid unnecessary adverse environmental effects." Based on this direction, the Draft EIR appropriately considers the overall effects of possible development and redevelopment that could be undertaken in accordance with the proposed specific plan. The multi-modal transit center is a specific project that has not been fully defined at this point. Therefore, any attempt to analyze the specific impacts of the transit center would be inherently speculative. Section 15145 of the CEQA Guidelines discourages agencies from engaging in idle speculation about a project's impacts. The more appropriate venue to analyze the impacts of the multi-modal transit center (and any other specific project within the plan area) would be project EIR conducted at such time as the project has been fully defined.

Response 7D

The commenter suggests that the EIR should consider a range of possible uses within the plan focus areas, including the Triangle Site. She also states an opinion that the EIR should include information about occupancy rates at the Pierpont Inn and that the EIR should consider the ability of the Triangle Site to accommodate courtyard housing and live-work units. It is not the EIR's purpose to provide a site-specific analysis of the Triangle Site or any other specific location within the specific plan area. As discussed in Response 7C, the document is a program EIR that considers the overall effects of the specific plan. Though the City will use the program EIR to the degree feasible in the required environmental review of individual future projects, site-specific review of individual projects will be needed to supplement the program EIR. The type of environmental document needed will be determined on a case-by-case basis and will depend upon the nature and location of the project.

With respect to the suggestion that the EIR should include information about hotel occupancy rates and possible advantages of the Triangle Site, it should be noted that it is not the EIR's purpose to perform a market study for individual specific plan area properties or to promote any specific private development. The purpose of the EIR is to analyze the possible environmental impacts of the proposed specific plan, which could accommodate a range of uses on the Triangle Site. It is the property owner's responsibility to perform any market analysis to determine which specific use would be most appropriate and marketable at such time as development of the site is being contemplated. The specific impacts of any future development would need to be addressed in a project environmental document. The type of document

needed to comply with CEQA's environmental review requirements would depend upon the nature and size of the proposed project.

Response 7E

The commenter suggests supplementing the discussion of consistency with the California Coastal Act's public access policies. Several of the items mentioned by the commenter are already included in the analysis of consistency with Coastal Act public access policies contained in Table 4.3-2. Nevertheless, in response to this comment, the discussion will be revised to read as follows (new text is underlined):

> *The DTSP would not accommodate development near the coast that would prevent public access to coastal resources. Plan implementation would not accommodate development that would hinder access to the coast and some future policies, actions, and developments in the Downtown area may enhance coastal access. DTSP Policy 3C states "Re-connect Downtown to the beach and promote other linkages to natural areas, such as the hillsides and Ventura River, while enhancing such places for future generations to enjoy." The DTSP identifies "beach connections" as Catalytic Project 3 and includes planned improvements to California Street, Figueroa Street, Sanjon Street, and the Ash Street Pedestrian Bridge, which would generally improve public access to the coast (Catalytic Project 3 – Beach Connections). Specifically, the DTSP identifies a $1.2 million capital improvement project to make the California Street bridge more pedestrian-friendly, emphasizes the reconfiguration of Sanjon Road to make it more pedestrian-friendly, and seeks to improve the pedestrian character of Figueroa Street south of Santa Clara Street by providing pedestrian-scaled lighting, street trees, sidewalk upgrades, and public art. In addition, Action 3.14 would "Require all new shoreline development (including anti-erosion or other protective structures) to retain or provide public access in a manner consistent with the California Act and applicable law". Thus, the DTSP could be found to be consistent with the public access requirements of the Coastal Act. [DTSP Goal 3, Policies 3A, 3C, and Actions 3.1, 3.4, 3.11, 3.12, 3.13, and 3.14]*

Response 7F

The commenter suggests re-labeling the discussion of Article 3, "Recreation," of the Coastal Act as "Recreation and Visitor Serving Uses" and suggests supplementing the discussion of consistency with the California Coastal Act's recreation policies. The suggested re-labeling will not be done as the actual title of Article 3 of the Coastal Act is "Recreation." Several of the items mentioned by the commenter are already included in the analysis of consistency with Coastal Act recreation policies contained in Table 4.3-2. Nevertheless, in response to this comment, the discussion will be revised to read as follows (new text is underlined):

> *No aspect of the DTSP would affect access to recreational boating or other water-oriented recreational activities. The Downtown Capital Improvements identified in the DTSP include various improvements at Surfers Point Beach, including removal of concrete, renourishment of the beach, and re-construction of the oceanfront bicycle path. DTSP Action 3.9 would "Renovate the Pierside Promenade and beachfront area to enhance the Downtown waterfront's appeal as a recreational destination." Focus Area "D" – Beachfront Promenade includes a strategy for near term small scale projects with*

concurrent analysis for mid term large scale redevelopment oriented toward tourism and recreational opportunities. As noted under the discussion of public access, the DTSP also calls for various enhancements to the public realm, including sidewalk improvements, street trees, public art, street furnishings, signage, and bike racks. Finally, it would accommodate a range of visitor-serving uses throughout the Downtown area, including parks, lodging, restaurants, retail development, and a museum/theater. The DTSP could be found to be consistent with Coastal Act policies relating to recreation. [Policy 3C, Action 3.11]

Response 7G

The commenter reiterates and summarizes previous comments. Please refer to Response 7B through 7F.

8

BROOKE ASHWORTH
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Ventura, CA 93003
(805) 643-7446 · bcfa@aol.com

RECEIVED
PLANNING DIV.

August 28, 2006

Nicole Horn
City of Ventura
501 Poli Street
Ventura, CA 93001

Re: Comments on Draft EIR for the Downtown Specific Plan

Dear Nicole,

This letter constitutes my comments on the "City of Ventura Draft Downtown Specific Plan Draft Environmental Impact Report" (DEIR), SCH # 2006051071.

As I previously wrote to you in a letter dated June 18, 2006, the Draft Downtown Specific Plan (DSP) contains a flawed analysis of the adequacy of current parks and recreation facilities in the Downtown area, an analysis that is inconsistent with the City's General Plan.

This problem with the DSP has been perpetuated in the DEIR. There is no discussion in the DEIR of the current environmental setting with respect to the adequacy of parkland in the Downtown to serve the existing population, no analysis of the potential impacts on this situation from the increased density of development planned for Downtown under the DSP and, therefore, *no identification of necessary measures to mitigate the parks impacts of adding a projected 1,600 additional housing units to the Downtown area.* In short, the environmental analysis in the DEIR ignores the issue of parks and recreation.

The DEIR must be revised to:

1. List the various existing parks in the Downtown area in a manner that is consistent with Table 6-2 (City Park Facilities) of the General Plan;

2. Describe the current status of Downtown's existing parks with respect to the applicable standards for each type of parkland in the Table 6-1 of the General Plan;

3. Include an analysis that examines the effect the additional projected population in the City from implementation of the DSP will have on the City's ability to meet the park standards in Table 6-1 of the General Plan, focusing in particular on the neighborhood park standard;

4. Identify appropriate mitigation measures for adverse impacts found in the above analyses.

In the preparation of these revisions only half of Cemetary Park should be counted in the analyses since it is on the border with Midtown Ventura and is used by residents of Midtown as well as Downtown. Also, in the preparation of these analyses only parkland that is owned in fee by the City should be included since future use of leased parkland cannot be assured.

As noted in the DEIR, the DSP forms the community's vision for the development of Downtown Ventura. Let us be certain that the vision includes adequate parkland to serve Downtown workers, visitors and, most importantly, downtown residents. The quality of life we envision for Downtown and our City as a whole cannot be achieved otherwise.

Thank you for consideration of these comments.

Sincerely,

Brooke Ashworth

cc: City Council
Parks and Recreation Commission
Mike Montoya

Letter 8

COMMENTER: Brooke Ashworth

DATE: August 28, 2006

The commenter suggests that the EIR should address possible impacts to parks associated with projected residential growth within the specific plan area, including a description of existing parks and park standards as well as an analysis of the ability to meet 2005 General Plan park standards. The commenter also suggests that only half of Cemetery Park and only parkland owned by the City should be considered in such analysis.

Impacts to parks were considered in the Initial Study included in Appendix A and were determined to be less than significant with continued collection of Quimby fees on new development to provide funding for new park facilities. As such, the issue of parks was not scoped in the EIR. No evidence suggesting that DTSP implementation would have significant impacts with respect to parks was presented in response to the Notice of Preparation of a Draft EIR that was issued in May 2006 or at the EIR scoping meeting that was held on May 24, 2006.

A number of neighborhood parks are located within the Downtown area, including Plaza Park (3.7 acres), Cemetery Park (7.1 acres), Promenade Park (1.0 acres), Downtown Mini-Park (0.4 acres), and Mission Park (1.5 acres). In addition, Grant Park, a 107.3-acre citywide park facility and West Park a 7.3-acre community park are located immediately adjacent to the specific plan area. Finally, several special use facilities are located within or adjacent to the specific plan area. These include the Albinger Archaeological Museum (0.9 acres), the San Miguel Chapel Site (0.3 acres), Eastwood Park (0.7 acres), Surfers Point Park (3.4 acres), and the Seaside Wilderness Park (24 acres). These facilities total 156.1 acres or, if half of Cemetery Park is excluded from the total as suggested by the commenter, 152.5 acres.

As noted in Table 3-3 of the Draft EIR, there are currently an estimated 2,299 residences within Downtown. Based on the current citywide average household size of 2.57 persons, the estimated Downtown population is 5,908. Based on the City's 10 acres per 1,000 residents standard, such a population would demand 59 acres of parks. The current supply of parks accessible to Downtown provides about 26 acres per 1,000 residents, or more than double the City standard. The 1,600 new residences projected for Downtown would add an estimated 4,112 residents (1,600 units x 2.57 persons/unit), bringing the total Downtown population to 10,020. Such a population would need about 100 acres of parks based on the City's 10 acres per 1,000 residents standard. The 156.1 acres of parks currently available in the Downtown area would provide about 15 acres per 1,000 residents, thus continuing to exceed the City's standard.

It should also be noted that the above calculations do not include local beaches and that Action 3.8 of the DTSP calls for an update to the Quimby fee for the Downtown area to provide funding for the continued enhancement of existing parks and recreational facilities within the Downtown area as well as for cultural amenities. The Quimby fee update will result in a revised fee that represents the real cost of targeted and specific parks and cultural facility improvements. The combination of existing parks and planned facility enhancements is expected to provide adequate recreational facilities to meet the needs of current and future

Downtown residents. Thus, significant impacts relating to parks are not anticipated.

Appendix E

Summary of EIR Changes

SUMMARY OF
CHANGES TO DRAFT EIR TEXT

The Draft Downtown Specific Plan (DTSP) that was the subject of the Draft Environmental Impact Report (EIR) underwent a number of changes as a result of comments from decision-makers and the public. These changes, as well as several of the public comments on the Draft EIR, necessitated changes to the EIR text. The key substantive changes are summarized below, organized by EIR section (non-substantive editorial changes to provide clarity or correct typographical errors are not summarized below, but have been made in the EIR text). Please note that none of the changes between the Draft and Final EIRs altered any of the EIR conclusions or identified new significant impacts. Therefore, recirculation of the EIR was determined not to be warranted.

2.0 – Project Description

- **Plan Area Boundary/Acreage –** The plan area boundary changed slightly subsequent to the release of the Draft DTSP for public review to incorporate additional properties adjacent to the northwest and southeast corners of the plan area. In addition, the acreage estimate was revised based on a more refined methodology. Based on these changes, the overall estimate of plan area acreage actually dropped slightly in both the DTSP and the EIR. However, the projected level of development within the plan area has not changed. Therefore, this boundary revision would not alter any EIR conclusions or result in any new significant impacts.
- **Zoning Classifications –** Zoning classifications have been renamed and, in some cases, consolidated. However, these revisions do not change the overall growth projections for the Downtown area and, thus, would not create any potential for significant impacts.
- **Historic Resource Design Guidelines -** The Notable Overlay designation was removed and Historic Resource Design Guidelines were added to provide greater specificity with respect to how historic resources will be treated and preserved as plan area development occurs. Implementation of the Historic Resource Design Guidelines would ensure the retention of plan area historic resources.
- **Triangle Site –** In September 2003, the City completed a feasibility study for a downtown multi-modal transit center that considered a number of sites, including the 11-acre "Triangle site" along the south side of Thompson Boulevard. This site was considered in the Draft DTSP and EIR; however, on June 19, 2006, after the Draft Specific Plan was released, the Planning Commission and City Council jointly decided to omit the Triangle Site from consideration in response to public input. The Final EIR has been revised to reflect this omission and only considers the other potential sites.
- **Beachfront Promenade -** This area was identified as a "Catalytic Project" in the Draft DTSP and EIR. It has been reclassified as a "Focus Area" in the Final DTSP. This

change is reflected in the Final EIR, but the reclassification does not substantively change the plans for this area or create any new significant impacts.

- **Roadway Classification Plan (Figure 2-5) –** Santa Clara Street and Kalorama Street, both of which were classified as "collectors" in the Draft DTSP and EIR have been reclassified as "local streets" in the Final DTSP. The Final EIR has been revised to reflect these changes. These reclassifications simply mean that the streets are anticipated to retain their current configuration. Since the 2005 General Plan traffic study upon which the DTSP EIR traffic analysis was based did not assume any improvements to these streets, this reclassification would not affect the traffic analysis or levels of service.

3.0 – Environmental Setting

- **Estimated Existing Downtown Development (Table 3-3) –** This table was revised to reflect the revised estimate of plan area acreage and the new zoning classifications contained in the Final DTSP, as noted under 2.0 – Project Description. However, the overall estimate of development within the Downtown area has not changed from that shown in the Draft EIR.

4.1 - Air Quality

- **Projected Operational Emissions (Impact AQ-1) –** The estimate of DTSP-generated emissions was downward revised slightly to reflect the fact that the Downtown area includes a number of features that tend to reduce vehicle miles traveled and associated air pollutant emissions. These features include a mix of uses, pedestrian and bicycle facilities, and the availability of transit service.
- **Mitigation Measure AQ-2 (TDM Fund) –** This measures was revised in response to a comment from the Ventura County APCD suggesting the use of updated cost factors for "buying down" of ozone precursor emissions. This revision increased the overall fees as compared to those presented in the Draft EIR, but did not alter the EIR conclusions or identify a new significant impact.

4.2 – Historic Resources

- **City-Designated Historic Resources –** Table 4.2-1 listing designated historic resources was added to the Final EIR and the number of resources was updated to reflect the current 80 sites. This new setting information clarifies what documented historic resources are present within the plan area, thus enhancing awareness of the presence of the resources. This is anticipated to improve the ability to avoid impacts to these resources as development projects are proposed in the future.
- **Historic Resource Design Guidelines –** As noted under 2.0 – Project Description, the Notable Overlay designation was removed and Historic Resource Design Guidelines were added to provide greater specificity with respect to how historic resources will be treated and preserved as plan area development occurs. The discussion in the Setting and under Impact CR-1 was revised to reflect this change,

which is anticipated to further enhance the ability of the City to retain and preserve plan area historic resources.

4.3 – Land Use and Planning

- **Coastal Act Public Access –** The discussion of this issue in Table 4.3-2 was revised to identify proposed beach connections as a means to improve public access to the coast. This revision, made in response to Comment 7E, further clarifies why the DTSP would be consistent with Coastal Act public access policies.
- **Coastal Act Recreation –** The discussion of this issue in Table 4.3-2 was revised to identify planned streetscape improvements and visitor-serving uses as means to improve recreational opportunities in the Downtown area. This revision, made in response to Comment 7F, further clarifies why the DTSP would be consistent with Coastal Act recreation policies.

4.4 – Transportation and Circulation

- **Traffic Impact Fees** - The discussion under "Mitigation Measures" for Impact TC-1 was revised to clarify that the City will continue to collect applicable traffic impact fees within the Downtown area, including the fees to fund needed improvements to County roads per the City's reciprocal fee agreement with the County of Ventura. This revision simply clarifies that existing fee programs will continue to be implemented.
- **Parking –** The discussion of parking under Impact TC-4 was revised to reflect changes to the Downtown Parking Management Program (DPMP), formerly known as the "Park Once" Management Strategy. These changes provide specificity with respect to the standards for Downtown parking and clarity with respect to the programs that will be implemented to meet the parking needs of Downtown residents and businesses. Because the DTSP changes simply provide additional clarity about proposed parking programs, they would not alter any EIR conclusions or result in new significant impacts.

Appendix F

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Environmental Impact Report, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring and Reporting Program (MMRP).

The following table is a checklist to be used to verify compliance with the mitigation measures included in the Final EIR

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
AIR QUALITY				
AQ-2 TDM Fund. The following Action should be added to the DTSP to address air quality impacts: Specific Plan area developers shall contribute toward a Transportation Demand Management (TDM) Fund to be used to develop regional programs to offset air pollutant emissions associated with growth anticipated under the DTSP. The total amount that would be contributed to an off-site TDM Fund, based upon the methodology described in Ordinance 93-37, is $512,445. The amount provided by residential development would be about 74% of this total, or $379,209. The amount provided by commercial development would be 26% of the total, or $133,236. Applicants for residential developments that would generate a net increase in units would pay $237/unit (assuming 1,600 residential units). Applicants for commercial development that would generate a net increase in building area would pay $0.30/square foot (assuming a total of 450,000 square feet). These fee estimates include an adjustment for inflation, but may be further adjusted by the City over time if development totals or emission factors change. The TDM funds shall be used to finance City programs to reduce regional air pollutant emissions. Specific mitigation measures that could be undertaken using the TDM fund include, but are not limited to, enhanced public transit	Verification that this action is included in the final Downtown Specific Plan.	Verification of inclusion of recommended action prior to publication of the final Downtown Specific Plan; review and assessment of fees prior to issuance of building permits for individual development projects	Once prior to final Downtown Specific Plan publication; review of and collection of fees for individual projects as needed over the life of the Downtown Specific Plan	Planning Department

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
service, vanpool programs/ subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities.				
CULTURAL RESOURCES				
CR-1a Archaeological Monitoring. A City-qualified archeologist and Native American monitor shall be present during excavation in streets and beneath 19th and early 20th century structures. In the event archaeological materials are encountered during excavation, work shall be stopped immediately or redirected while the archaeologist and Native American monitor evaluate the significance of the material. If the artifacts are found to be significant, the City shall conduct a data recovery program consistent with City and County archeological mitigation guidelines. After the find has been appropriately mitigated, work in the area may resume. A qualified Native American monitor shall oversee any mitigation work associated with prehistoric cultural material. The City will provide an educational briefing to workers at the site to inform them of the high sensitivity of the resources, and to inform them of the legal prohibitions against collecting or disturbing artifacts.	Inclusion of this mitigation for all development that occurs within the streets or beneath 19th and early 20th century structures The applicant shall supply contract for monitoring services implementing this mitigation measure and specifying application of mitigation measure CR-1b as necessary. The contract for monitoring services shall be provided to the City prior to issuance of grading permits	Prior to issuance of grading permits	Once prior to issuance of grading permits	Planning Department
CR-1b Coroner Notification. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the	Applicant's inclusion of this mitigation within the contract for archaeological monitoring services (to be applied for excavation in the	Prior to issuance of grading permits	Once prior to issuance of grading permits As necessary with development of individual	Planning Department

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party
necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).	streets and beneath 19th and early 20th century structures).		projects	

Appendix G

Final EIR Addendum

VENTURA DOWNTOWN SPECIFIC PLAN FEIR
ADDENDUM NO. 1

ANALYSIS OF PLANNING COMMISSION RECOMMENDED CHANGES TO DOWNTOWN SPECIFIC PLAN

At its February 20, 2007 public hearing, the Ventura Planning Commission recommended the City Council consider potential effects on the environment as a result of additional changes to the Downtown Specific Plan (DTSP) Development Code. Both changes to code designations would facilitate proposed land swaps – one known as the Eastwood Park Terrace Project and the other known as the Hilton Garden Inn project. This addendum discusses the possible impacts of each proposed code redesignation. As indicated below, neither of the proposed changes to the Downtown Specific Plan is expected to create any significant impacts that were not identified in the Final Environmental Impact Report (EIR). Therefore, inclusion of the code designation changes in the Specific Plan would not create the need to recirculate the EIR.

<u>Eastwood Terrace</u>

This code redesignation would facilitate a proposed land swap with the Granger House Development Company, including a lot line adjustment that would grant the developer 7,225 square feet (0.17 acre) of steeply sloped park space adjacent to 115 Cedar Street that is currently zoned "Downtown Residential". In exchange, the developer would convey to the City approximately 2,680 square feet of relatively flat land from properties at 106 and 108 N. Ventura Avenue. The City would also receive approximately 1,640 square feet of land that buffers both sides of the historic Mission Aqueduct on the western property line of 115 Cedar Street and the eastern property line of 106 N. Ventura Avenue.

The code redesignation would accommodate a courtyard housing project – Eastwood Terrace. Eastwood Terrace would involve 10 residential units and 9 on-site parking spaces to be constructed on the 7,225 square feet to be obtained from the City. The overall amount of housing development proposed (10 total units) would be within the growth parameters envisioned in the DTSP. In conjunction with this project and another project proposed on adjacent lots, the developer is proposing to restore a portion of the Mission Aqueduct and construct: (1) a landscaped footpath along Sierra Alley; (2) public art (a fountain) in the center of the Poli/Cedar/Wall roundabout; (3) a Westside Gateway monument (fountain, sculpture) on Ventura Avenue, and an interpretive center for the Mission Aqueduct.

The proposed code redesignation would not, in itself, create any physical changes to the environment. The courtyard housing that is proposed per the code redesignation appears to be consistent with what is envisioned in the DTSP and would not be expected to pose any significant compatibility conflicts with adjacent uses, which are primarily residential. In addition, the portion of the site that is currently part of Eastwood Park

has relatively little recreational value because of the steeply sloping terrain. Nevertheless, construction of the proposed housing would result in a number of physical changes, including: (1) the demolition of existing structures; (2) grading of a steeply sloped area; and (3) removal of mature trees and other vegetation.

The Agua Dulce Court project would involve the demolition of existing residential structures along the east side of Ventura Avenue, some of which may be over 50 years old. However, all are modest structures that have not been identified as resources of historical value. The proposed redesignation of 1,640 square feet of land on either side of the Mission Aqueduct would be expected to enhance opportunities to preserve that historic resource.

The Eastwood Terrace project would require substantial grading of a steeply sloped hillside below Poli Street/Cedar Street. Most of the area to be graded is downgradient from Poli Street/Cedar Street and set back sufficiently from Ventura Avenue such that it is not highly visible. Thus, although grading would substantially alter the visual character of the project site, the topographical change would not be highly visible from major public rights-of-way. Therefore, it would not conflict with 2005 General Plan Policy 4D, which requires the protection of views along scenic routes. In addition, because all grading would conform to the requirements of the City's grading ordinance, slope stability problems are not anticipated. Nevertheless, site-specific geotechnical evaluation would be needed at such time as a development application is submitted.

The undeveloped hillside area that is currently part of Eastwood Park contains a number of mature trees and other vegetation that would need to be removed in conjunction with the Eastwood Terrace project. The replacement of trees in the upper portion of the slope with residential structures would alter views from adjacent portions of Poli Street/Cedar Street; however, views would be similar to surrounding residential properties and distant ocean views would not be blocked. The existing vegetation does not have high biological resource value because of its urban setting. Nevertheless, active bird nests could be present. The Migratory Bird Treaty Act and the California Fish and Game Code protect nesting birds, eggs and young. In order to maintain compliance with these laws, tree removal would need to be conducted outside the March 15-September 15 breeding season or pre-construction surveys would need to be conducted prior to any tree removal and, if nests are present, removal would need to be postponed until the nests are vacated. Action 1.24 of the 2005 General Plan would require replacement of indigenous trees on a 3:1 basis.

<u>Hilton Garden Inn</u>

This code redesignation would facilitate a proposed land swap, with Dominion Equity Corporation, that would include re-configuring of the Parks and Open Space and T5.1 Neighborhood Center zoning designations for assessor's parcel No. (APN) APN 073-0-240-065 (owned by the City of Ventura) to facilitate an agreement between Dominion Equity Corporation and the City resulting in an equal trade of parkland for commercially zoned land to be developed with a hotel. Under this land swap, the developer would give the City 11,076 square feet of land at along the southern property

line of APN 073-0-240-050, while the City would give the developer 11,070 square feet of land along the northern property line of APN 073-0-240-065. The developer intends to build a hotel on APN 073-0-240-050. It is anticipated that the hotel would be within the growth parameters envisioned in the DTSP, which anticipates 150,000 square feet of new hotel space within the Specific Plan area.

The portion of the developer's property that would be redesignated in anticipation of being given to the City under this land swap is currently vacant and lacks vegetation. The portion of the City property to be redesignated in anticipation of being given to the developer consists of a grassy play area that is part of Promenade Park. Presumably, the portion of the developer's property to be given to the City could be planted with turf and serve the same function as the park area to be given to the developer, with no net loss of public park space. Therefore, this redesignation would not conflict with 2005 General Plan Policy 1B, which calls for protection of open space areas from development impacts.

Redesignation of the area and the land swap that it would accommodate would not restrict access coastal resources. To the contrary, it would facilitate continued access to Promenade Park and the adjacent beach. Moreover, the provision of a hotel at this location would enhance overall public access to local coastal resources and enhance overall recreational opportunities. Therefore, the proposed redesignation would not conflict with Articles 2 or 3 of the California Coastal Act, which provide for right of public access to coastal resources and protection and enhancement of coastal-related recreational activities.

The hotel that the proposed redesignation would accommodate is a visitor-serving, coastal dependent use that is within an existing developed area of the City. It primarily involves a vacant lot that has little aesthetic value; therefore, possible future development would not adversely affect the scenic or visual quality of the area. For these reasons, the proposed redesignation and land swap would not conflict with Article 6 of the California Coastal Act.

The area in which this proposed land swap would take place is archaeologically sensitive. The area was once part of the historic Chumash village of Shisholop. Early explorers describe the village as consisting of approximately 30 round thatched houses with a population of about 300-400. This site, known as CA-VEN-3, was first recorded by Hoover and Rensch in 1984. However, a Phase II excavation and monitoring program conducted in Promenade Park by Fugro West in 1994 and 1995 determined that the western edge of CA-VEN-3 (the area closest to the proposed land swap site) has been extensively disturbed as no intact cultural deposits were found. Subsurface testing conducted by Greenwood and Associates in 1988 for the Surfers Point Park improvements project also found no evidence that CA-VEN-3 extends westward into Surfers Point Park. Finally, a 2001 archaeological survey of the general area by archaeologists Mary Maki and Georganna Hawley (conducted in conjunction with the Surfers Point Managed Shoreline Retreat EIR) found no evidence of prehistoric artifacts or significant historic materials. Nevertheless, the potential to encounter intact cultural resources remains.

Action 9.14 of the 2005 General Plan requires archaeological assessments for projects proposed in the Coastal Zone and other areas where cultural resources are likely to be located. Action 9.15 requires suspension of development activity when archaeological resources are discovered, and requires the developer to retain a qualified archaeologist to oversee handling of the resources in coordination with the Ventura County Archaeological Society and local Native American organizations. Finally, DTSP Action 1.10 would require that a qualified archaeologist be present during excavation of either property. If intact resources were identified during excavation or grading, onsite activity would be postponed until the significance of the resources could be determined and appropriate remedial action undertaken in accordance with City and County archaeological mitigation guidelines. Implementation of these policies for any future development within the vicinity of CA-VEN-3 would address possible archaeological resource impacts.

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