Planning Division
501 Poli Street
Ventura, CA 93001
805.654-7893
Fax 805.653-0763

NOTICE OF INTENT TO ADOPT MITIGATED NEGATIVE DECLARATION CITY OF SAN BUENAVENTURA, CALIFORNIA

I. The City of Ventura has reviewed an application for the following proposed project:

A. **Project Description for Case EIR-10-12-13306:** This project includes a request for an Administrative Planned Development (APD-10-12-13308) to construct a 131,495 square foot warehouse office building and a 3,302 square foot maintenance building, and a Design Review Permit (DRC-10-12-13306) for the exterior structural and architectural features, including color and materials, site design, placement of structures, and internal pedestrian and vehicular circulation of the proposed beverage facility. The project site is located north of Nicolle Street between Seaborg Avenue and Golf Course Drive. Filed by C2G Architects, 7306 Coldwater Canyon Avenue, Ventura, CA 91605).

B. **Proposed finding.** In accordance with Section 15070 of the California Code of Regulations, the Planning Division of the City of Ventura has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a mitigated negative declaration (MND) may be adopted.

C. **Fish and Wildlife Impacts:** On the basis of the information contained in the Initial Study, and on the record as a whole, there is no evidence that there will be an adverse effect on fish or wildlife habitats or resources since none of the factors listed in Section 2R.450.530 of the Municipal Code are present.

D. **Hazards:** The project site is not on any of the lists enumerated under Government Code Section 65962.5 including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites.

E. **Document Review and Comment. The public review and comment period of the draft begins on December 31, 2012 and ends on January 22, 2012.** To view the draft document, please visit the city's website at http://www.cityofventura.net/cd/planning/EIRs. Alternatively, the draft and referenced documents are available for review Monday through Friday between 8:00 a.m. to 5:00 p.m., beginning Wednesday, January 2nd through Tuesday, January 22nd, (closed between December 25th and January 2nd) at the Planning Counter, City Hall, 501 Poli Street, Ventura CA 93001.

F. **Public Hearing and Comments. A public hearing on the project described above is tentatively scheduled for February 5th at 6:00 pm in the City Council Chambers at City Hall located at 501 Poli Street, Ventura, CA 93001.** All comments concerning the draft MND should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Jared Rosengren, at (805) 658-4737. Written comments may be mailed or faxed (805/ 653-0763) to the City of Ventura, Planning Division, 501 Poli Street, CA 93001.

12-24-12
Date

Jared Rosengren, Associate Planner

cc: Applicant and property owner, County Clerk, and MND Distribution List

Planning Division
501 Poli Street
Ventura, CA 93001
805.654-7893
Fax 805.653-0763

MITIGATED NEGATIVE DECLARATION EIR-10-12-13306
CITY OF SAN BUENAVENTURA, CALIFORNIA

On the basis of an initial study, and in accordance with Section 15070 of the California Code of Regulations, the Planning Division has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

Case EIR-10-12-13306: This project includes a request for an Administrative Planned Development (APD-10-12-13308) to construct a 131,495 square foot warehouse office building and a 3,302 square foot maintenance building, and a Design Review Permit (DRC-10-12-13306) for the exterior structural and architectural features, including color and materials, site design, placement of structures, and internal pedestrian and vehicular circulation of the proposed beverage facility. The project site is located north of Nicolle Street between Seaborg Avenue and Golf Course Drive..

Attached is a copy of the initial study documenting the reasons to support the finding of no significant effect on the environment. Mitigation measures are included in the initial study to reduce the identified potential effects to a less than significant level:

Impact	Recommended Mitigation Measures	After Mitigation	Responsible Party
CR-1	The applicant shall retain the services of a professional archaeologist to inspect grading activities associated with project construction. Whenever the monitoring archaeologist suspects that potentially significant cultural resources have been encountered, the piece of equipment that encounters the suspected deposit will be stopped, and the excavation inspected by the monitoring archaeologist. If the suspected cultural resources prove to be non significant or non cultural in origin, work will recommence immediately. If the suspected cultural resources prove to be part of a significant deposit, all work should be halted in that location until the Community Development Director reviews and approves a mitigation measure having an equal effect in reducing the likely impact below the	Less than significant	City of Ventura and Applicant

	threshold of significance for the newly discovered resource. Monitoring will consist of the archaeologist watching the major excavation process. Monitoring will occur under the direction of the archaeologist and will continue at the discretion of the archeologist. Equipment stoppages will only involve those pieces of equipment that have actually encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers all portions of the construction site.		
CR-2	All contractors and subcontractors shall inform all employees or others on the job site that no artifacts are to be removed from the area except through procedures authorized by the City of Ventura in consultation with a qualified archaeologist; when applicable. The plans submitted to the Building and Safety Division and Land Development Division for purposes of obtaining grading and building permit approval shall prominently state the following in bold, capitalized text, "THIS CONSTRUCTION SITE MAY CONTAIN SUBSURFACE HISTORIC AND ARCHAEOLOGICAL RESOURCES. ALL WORK INVOLVING GRADING AND FOUNDATION CONSTRUCTION SHALL COMMENCE ONLY IN THE PRESENCE OF THE MONITORING ARCHAEOLOGIST. WHENEVER THE MONITORING ARCHAEOLOGIST SUSPECTS THAT POTENTIALLY SIGNIFICANT CULTURAL RESOURCES HAVE BEEN ENCOUNTERED, ALL CONSTRUCTION ACTIVITY SHALL BE SUSPENDED WITHIN THE VICINITY OF THE FIND UNTIL SUCH TIME AS IT IS INSPECTED BY THE MONITORING	Less than significant	City of Ventura

	ARCHAEOLOGIST."		
CR-3	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).	Less than significant	City of Ventura and Applicant

Attachments: A. Initial Study/MND EIR-10-12-13306

CITY OF SAN BUENAVENTURA
INITIAL STUDY

I. BACKGROUND:

A. **Case No.:** EIR-10-12-13306

B. **Lead Agency Name/Address:** City of San Buenaventura
PO Box 99
Ventura, CA 93002

Staff Planner/Telephone Number: Jared Rosengren/ (805) 658-4737

Project Applicant Name/Address: C2G Architects
7306 Coldwater Canyon Avenue
Ventura, CA 91605

C. **General Plan Designation:** Industry (I)

D. **Zoning:** Manufacturing Planned Development (MPD)

E. **Project Description:** A request for an Administrative Planned Development Permit (APD-10-12-13308) to construct a 131,495 square foot warehouse office building and a 3,302 square foot maintenance building, and a Design Review Permit (DRC-10-12-13306) for the exterior structural and architectural features, including color and materials, site design, placement of structures, and internal pedestrian and vehicular circulation all for the construction of a proposed beverage distribution facility. The project site is located north of Nicolle Street between Seaborg Avenue and Golf Course Drive. The 12.1-acre site is currently vacant and has been used in the past for agriculture.

The proposed 131,495 square foot warehouse office building will consist of 104,085 square feet of warehouse space including 9,000 square feet of refrigerated space, 7,920 square feet of product handling area, and 1,300 square feet designated for printing of advertising materials. The office area within the proposed building includes two floors, approximately 9,000 square feet each, located at the southeast corner of the building. The separate Maintenance Building is approximately 3,300 square feet in area and located at the northwest corner of the lot, approximately 500 feet from Nicolle Street. The Maintenance Building will be used to wash down and refuel trucks and is designed to be architecturally compatible with the Warehouse building. The site is being designed to accommodate a future addition to the facility that will be added on to the western side of the proposed Warehouse building.

The Warehouse Office Building is a 36 foot high concrete tilt-up building, broken up with vertically oriented aluminum storefront glazing along the office portion, with the façade containing decorative metal elements, precast stone and color differences. The entrance is differentiated by a metal siding overhang and the outside covered loading areas are constructed of robust metal canopies.

The roof plan includes roof screening to block views of air conditioning units from any right-of-ways including Highway 101, located approximately 1,000 feet to the north and Victoria Avenue located approximately 400 feet to the west.

Of the three access points to the site from Nicolle Street, most trucks associated with the beverage facility will utilize the southeast driveway, which will be a shared driveway with the existing development to the east (2781 Golf Course Drive). Trucks then access a gated area located approximately 100 feet north from Nicolle Drive. Once entering the gated area, the trucks will circulate counter-clockwise around the site and exit at the southwest corner.

Office and visitor parking is accessed from a central driveway from Nicolle Street, with on-site parking provided within two rows of parking located south of the Warehouse Office building between Nicolle Street and the façade of the building.

All parking areas are bordered by landscaping to soften and screen the new buildings and will be consistent with existing landscaping along the Nicolle Street frontage.

F. **Surrounding land uses and setting:** A portion of the Union Pacific Railroad line runs west east along 315 feet of the northern boundary of the site. The remaining northern boundary of the project site is adjacent to a vacant 3.6 acre property zoned MPD. North of the railroad is a mix of industrial and commercial uses, the La Quinta Inn and Highway 101. Properties east and south of the project site are developed with a variety of industrial office developments. Active agricultural fields extend along the western project edge.

G. **Discretionary Permits and Approvals Required:**

Administrative Planned Development	APD-10-12-13308
Design Review Permit	DRC-10-12-13306

H. **Other Public Agencies whose approval is required** None

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors highlighted in **bold** below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

Aesthetics	Greenhouse Gas Emissions	Population and Housing
Agriculture/Forestry	Hazards/Hazardous Material	Noise
Air Quality	Hydrology and Water Quality	Public Services/ Recreation
Biological Resources	Land Use and Planning	Transportation/Traffic
Cultural Resources	Mineral Resources	Utilities/Service Systems
Geology/Soils	Noise	Mandatory findings of significance

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

Jared Rosengren — Signature

12/24/12 — Date

JARED ROSENGREN — Print Name

ASSOCIATE PLANNER — Title

IV. EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factor as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including offsite as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) Negative Declaration: "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion within this Initial Study identifies the following:

   a) The earlier analysis used and where it is available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

This Initial Study has been prepared in accordance with the CEQA Guidelines and relevant provisions of the California Environmental Act (CEQA) of 1970, as amended. Section 15063(c) of the CEQA Guidelines defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. Among the purposes of an Initial Study are:

1) To provide the Lead Agency (the City of San Buenaventura) with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration;

2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR (if possible); and

3) Assist in the preparation of an EIR, if one is required.

V. ENVIRONMENTAL IMPACT EVALUATION:

(References used to respond to the topic areas in Section II include those that are identified by capital letters in Section VII of this Initial Study. If emphasis is placed on a particular reference, the capital letter corresponding to that reference may be noted in parenthesis beneath each topic area heading.)

A. Aesthetics:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Have a substantial adverse effect on a scenic vista?			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
3. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?				X

Impact Discussion:

1. The project site is in close proximity to Victoria Avenue, Olivas Park Drive and Hwy 101, which are identified in the City of San Buenaventura 2005 Final Environmental Impact Report (FEIR) for the General Plan as routes having scenic value, offering background views of the hillsides behind the City. Policy 4D of the FEIR requires the protection of views along scenic routes.

   Currently, views from Victoria Avenue, Olivas Park Drive and Hwy 101 in the vicinity of the project site include the Southern California Edison overhead power utility lines, agricultural land used for row crops, and industrial development in the direct vicinity of the project site. The project site is 300 feet from Victoria Avenue and 900 feet from Hwy 101 and is devoid of any scenic resources such as tree windrows, historic buildings, any rock outcroppings and is bordered by industrial buildings to the east and south.

   The proposed development would replace views of the existing vacant property with industrial development, which would be visible from adjacent public streets, Highway 101, and the elevated portion of Victoria Avenue which sits between 30 and 36 feet higher than the project site. The proposed project integrates screening of rooftop equipment with the building architecture, and provides a functional internal streetscape with a strong landscape theme off of Nicolle Street.

   The General Plan FEIR does not identify views of existing agricultural lands as being significant, except for the visual relief provided to both freeway travelers and area residents. Since the proposed development will only affect a small segment of the agricultural lands along Victoria Avenue, would not obstruct scenic views of the hillsides, and the relatively high travel speeds along Highway 101 and consequent short term viewing, there would be impacts in regards to this issue.

2. The proposed project does not contain or is in the vicinity of scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, the project would have no impact to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

3. The project will involve industrial development of similar size and scale as the surrounding industrial uses to the north, east, and south and would not create any aesthetically offensive conditions. The project has been reviewed by the City's Design Review Committee to further ensure that the development would not degrade the visual character and quality of the surroundings. Given the above, the project would have a less than significant impact with regard to the existing visual character or quality of the site and its surroundings.

4. Development of the site would introduce outdoor lighting for both the parking lot building exterior and. While this would introduce lighting onto parcels not currently illuminated, this lighting would be of a character normally associated with urban development and should not affect any sensitive uses in the vicinity. Any development of the site would be required to conform to the Zoning Regulations and Conditions of Approval, which include setbacks, lot coverage and parking lot lighting standards to ensure that new structures would not impact adjacent uses. As such, the project would cause no impact with regard to unusual light generation as well as sunlight obstruction.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project will have a less than significant impact with regard to Aesthetics. Therefore, no mitigation measures are required.

B. <u>Agricultural Resources</u>:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Convert prime, unique, or statewide importance farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?			x	
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by				x

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
Government Code section 51104(g))?				
4. Result in the loss of forest land or conversion of forest land to non-forest use?				x
5. Involve other changes to the existing environment that, due to their location or nature, could result in a conversion of farmland to non-agricultural use?			x	

Impact Discussion:

1. The proposed development would involve the conversion of the entire 12.1-acre site from its former row crop agriculture use to a non-agriculture (industrial) use. The 2005 General Plan EIR identified the subject property as Prime Farmland as defined by the U.S. Soil Conservation Service Important Farmlands Inventory System, and that conversion of Prime Farmland into non-agricultural use would be considered a significant impact. However, during the adoption of the 2005 General Plan, the City Council considered the conversion of agricultural lands within the City limits and determined that public benefit of the General Plan outweigh certain unavoidable adverse environmental effects, including the conversion of agricultural land, as identified in the City Council's findings of overriding consideration. Therefore, the project, through prior impact assessment and determination documented in the certified 2005 General Plan FEIR would not have a significant impact on agricultural lands.

2. The project site is not zoned for agricultural use and is not protected by a Williamson Act contract.

3. The site is not zoned for and is not forest land or timberland.

4. See item 3.

5. The project site is located within the City's jurisdiction and is surrounded by an industrial land use designation. The City's General Plan identifies that urban industrial development is intended for both the site and the surrounding neighborhood. Although the project site is bounded by active row crop farming to the

west, the project places landscaping and parking/drive areas between the proposed buildings and the agricultural fields to and serves as an adequate buffer. Therefore, the project will have a less than significant impact to the long-term viability of agricultural resources.

Mitigation/Residual Impact(s): Based on the above discussion, the project would result in no impact with regard to agricultural resources. Therefore, no mitigation is required.

C. Air Quality:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Conflict with or obstruct implementation of the applicable air quality plan?			x	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			x	
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				x
4. Expose sensitive receptors to substantial pollutant concentrations?				x
5. Create objectionable odors affecting a substantial number of people?				x

Impact Discussion:

1. The project site is located within the Ventura County Air Basin and is under the jurisdiction of two air quality management agencies. The California Air Resources Board (CARB) is responsible for the control of the project site's mobile emission sources, and the Ventura County Air Pollution Control District (VCAPCD) has oversight on the regulation of stationary sources. Based on the guidelines adopted by the VCAPCD, the California Emission Estimator Model (CALEEmod) (Version

2011.1.1) software program was utilized to calculate both expected construction and operational related air emissions for the project (Attachment C).

For purposes of identifying established air quality impact thresholds, the VCAPCD and the City consider operational air quality impacts to be significant if more than 25 pounds per day of Reactive Organic Compounds (ROC) or Nitrogen Oxides (NOx) would result from a project. Significant construction-related air quality impacts would result if fugitive dust emissions are generated in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public.

Construction Related Impacts: Construction of the project would result in temporary, though less than significant, air quality impacts due to the use of heavy construction equipment and potential generation of fugitive dust. The implementation of standard building and grading permit conditions, however, assures that these impacts are less than significant. Those conditions to be imposed upon the project include the following:

1) In order to reduce impacts associated with NOx emissions (a precursor to ozone) the following measures shall be implemented:
    a) Equipment engines should be maintained in good condition and in proper tune, as per manufacturer's specifications.
    b) During the smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
2) During clearing, grading, earth moving, or excavation operation, excessive fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust preventive measures using the following procedures:
    a) All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.
    b) All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust.
    c) All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
    d) Facemasks shall be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust, which may contain the fungus that causes San Joaquin Valley Fever.
    e) The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of

dust.

3) After clearing, grading, earth moving, or excavation operations, and during construction activities, fugitive dust emissions shall be controlled using the following procedures:

   a) All inactive portions of the construction site shall be seeded and watered until grass cover is grown.

   b) All active portions of the construction site shall be sufficiently watered to prevent excessive amounts of dust.

4) At all times, fugitive dust emissions shall be controlled by assuring that Streets adjacent to the project site shall be swept as needed to remove silt, which may have accumulated from construction activities so as to prevent excessive amounts of dust.

Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible.

Operational Related Impacts: Operational Related Impacts: Both the project's vehicular and non-vehicular operational related impacts were calculated using the California Emission Estimator Model (CALEEmod) (Version 2011.1.1) software program. Non-vehicular sources include fuel combustions emissions from solvent use, propellants as well as those contained within aerosol and non-aerosol consumer products, pesticide applications and mobile utility equipment such as lawn and garden equipment. Staff's calculations indicate the project would not exceed the VCAPCD recommended significant threshold for ROC and Nox (Attachment C). The results in Table 1 indicate project-related emissions (adjusted total) would not exceed the 25 lbs/day VCAPCD significant threshold for ROC or 25 lbs/day NOx threshold. These calculations have been adjusted to reflect the operational mitigation measures, including bicycle friendliness and parking supply. As such, the project's daily air emissions are not considered significant.

Table 1
Projected Daily Operational and Area Emissions

Project Component	**Emissions (lbs/day)**	
	ROG	**NO_X**
Area	12.40	0.00
Energy	.02	0.16
Mobile	2.92	4.89
Total	15.34	5.05
Threshold	*25*	*25*

Air Quality Management Plan (AQMP) Consistency: The Ventura County AQMP relies on the most recent population estimates developed by the Metropolitan Planning

Organization (MPO). The Southern California Association of Governments (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%.

The SCAG adopted growth forecast for the 2008 RTP projected a 2010 employment population of 68,249 for the City of Ventura and a 2025 employment population of 80,017 for the City of Ventura. The project contains no housing units, and projected employment for the proposed facility is anticipated to be 144 employees. Therefore, this project would not result in population growth above that forecasted in the Ventura County AQMP.

2. See item 1 above

3. The 2005 General Plan FEIR Table 4.3-9 shows the size of project that would be expected to exceed VCAPCD thresholds in 2010 for an industrial park type of project would be 366,500 square feet. The project is a beverage facility consisting of a 131,495 square foot warehouse office building and a 3,302 square foot maintenance building. The proposed project is located within an industrial park and is not adjacent to any residential uses. Therefore, the proposed use would not be anticipated to generate any substantial pollutant concentrations.

4. See item 3 above

5. The project would is a beverage facility consisting of a 131,495 square foot warehouse office building and a 3,302 square foot maintenance building. There is no processing of any raw materials or manufacturing of any product within the facility, therefore no airborne odors will be generated with the potential to affect a substantial segment of the population. Any odors generated from the project would be similar to those generated by the existing surrounding industrial uses. As such, the proposed project would not result in impacts associated with objectionable odors.

Mitigation/Residual Impact(s): Based on the evaluation provided above, the proposed project would result in less than significant air emission or air quality impacts. Therefore, no mitigation measures are required.

D. Biological Resources:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or				x

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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?				
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				x
3. Have a substantial adverse effect on federally protected wetlands through direct removal, filling, hydrological interruption, or other means?				x
4. 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?				x
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				x

Impact Discussion:

1. The project site ceased being used for agricultural row crops up until 2007. The site is currently vacant, with non-native shrubs. As a result, the project site contains no wetlands, riparian habitat or native plant or animal communities. No wildlife corridors exist within or adjacent to the site. This lack of natural habitat results in the absences of any unique, rare, threatened or endangered species or habitat on the site.

2. See item one above

3. See item one above.

4. See item one above.

5. See item one above.

6. See item one above.

7. See item one above.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have no impact with regard to the biological resource issue area. Therefore, no mitigation measures are required.

E. Cultural Resources:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				x
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		x		
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		x		
4. Disturb any human remains, including those interred outside of formal cemeteries?		x		

Impact Discussion:

1. The site is vacant and has not been identified as having any historical significance and is not proposed to be included within or contributing to an Industrial Conservation Area.

2. Based on a review of available cultural resources maps, the project site is identified within a Sensitive Native American Resources area. Based on the above discussion, significant impacts to unknown historic and archeological resources could occur.

Mitigation Measures CR-1 through CR-3 are required to reduce the potential for adverse effects to as-yet undiscovered archeological resources.

3. See item 2 above.

4. See Item 2 above.

Mitigation/Residual Impact(s): Based on the above analysis, the proposed project could have potentially significant impacts on below-ground cultural resources, including archaeological resources and human remains, unless mitigated. Therefore, implementation of the following mitigation measures are necessary to reduce the impacts to less than significant:

CR-1 Archeological Review and Monitoring. Prior to commencing earth disturbance, the applicant shall retain a qualified professional archaeologist to prepare a Phase I archaeological assessment for the plan area to include a record search, field survey, and review of historical aerial photographs. A qualified professional archaeologist and a qualified Native American monitor shall be retained to monitor all earth disturbances. The archaeologist shall have the authority to temporarily halt or redirect project construction in the event that potentially significant cultural resources are exposed. Based on monitoring observation and the actual extent of project disturbance, the lead archaeologist shall have the authority to refine the monitoring requirements as appropriate (i.e., change to spot checks, reduce or increase the area to be monitored) in consultation with the lead agency. The archaeologist shall be responsible for preparing a report documenting the field findings. Copies of the report shall be provided to the City and South Central Coastal Information Center.

CR-2 Work Suspension. In the event that archaeological resources are unearthed during project construction, all earth disturbing work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated to the satisfaction of the Community Development Director, work in the area may resume. A qualified Native American monitor shall oversee any mitigation work associated with prehistoric cultural material.

CR-3 Human Remains Discovery Procedure. 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).

F. <u>Geology and Soils</u>:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: a. 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?			x	
b. Strong seismic ground shaking?			x	
c. Seismic-related ground failure, including liquefaction?			x	
d. Landslides?				x
2. Result in substantial soil erosion or loss of topsoil?			x	
3. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			x	
4. Be located on expansive soil, as defined in 18--B of the Uniform Building Code (1994), creating substantial risks to life or property?			x	
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			x	

Impact Discussion:

1. The project site is located north of Nicolle Street between Seaborg Avenue and Golf

Course Drive. The 12.1-acre site is currently vacant and has been used in the past for agriculture. A portion of the Union Pacific Railroad line runs west east along 315 feet of the northern boundary of the site. The remaining northern boundary of the project site is adjacent to a vacant 3.6 acre property zoned MPD. North of the railroad is a mix of industrial and commercial uses, the La Quinta Inn and Highway 101. The project site surrounded by a variety of industrial office development to the east and south and agriculture and Southern California Edison utility lines between Victoria Avenue to the west.

a. The proposed project is not situated within the Ventura-Foothill Alquist-Priolo Zone. The primary seismic features near the project site are the Ventura-Foothill fault, the Oak Ridge fault, the McGrath fault, and the Country Club fault. The nearest known fault, the McGrath Ridge fault, is located approximately .3 miles south of the site. These local faults are classified as active or potentially active and impacts in these areas are considered potentially significant. However implementation of the General Plan policies of compliance with California Building Code and Alquist-Priolo legislation would reduce the risk associated with groundshaking and surface rupture to less than significant.

b. Future seismic events could produce groundshaking throughout the city 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. Compliance with city policies, in combination with requirements of the California Building Code and the Alquist-Priolo legislation will be required.

c. 2005 General Plan FEIR Figure 4.6-4 shows the project site as being within a Liquefaction Hazard Zone. As noted above, in addition to new construction being required to comply with California Building Code requirements, a standard project condition would require that a soils and geology investigation will be prepared by a qualified expert that identifies any site preparation or engineering design recommendations for site development that further ensure potential adverse effects from liquefaction hazards are less than significant. The report must acceptable to the City Building Official, the recommendations of which will establish required compliance measures. The building official may require special provisions be made in foundation design and construction for the high-risk structures. Implementation of this standard development project condition will reduce risk due to liquefaction to a less than significant level.

d. 2005 General Plan FEIR Figure 4.6 identifies the project site is not located within an area of defined or questionable landslide morphology, such as slopes, and therefore there is no impact for this issue area.

2. The native topsoil and alluvial soils in the project area may be moderately susceptible to erosion. These materials will be particularly prone to erosion during construction or earth moving activities (if any), especially during heavy rains. Fill soils generated during grading and any development may also be subjected to erosion. Temporary erosion control measures are required during construction. Such measures typically

include temporary catchment basins and/or sandbagging to control runoff and contain sediment transport on the site. The proposed project is required to comply with the City's requirements to comply with the MS-4 Stormwater Permit to control the quantity and quality of runoff. Implementation of these erosion control measures in accordance with the California Building Code, City, and County requirements would be required and the impact resulting from erosion would be less than significant.

3. See item 1c above.

4. The site is underlain with expansive soils that can be reasonably mitigated through remedial building design measures and to no seriously restrict development. New construction required compliance with the California Building Code and, as noted above, recommendations from a soils and geology investigation will assure a less than significant impact with regard to soil creep or movement due to expansive soils.

5. The proposed use will be served by City sewer service.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have a less than significant impact with regard to the geology/soils issue area. Compliance with the California Building Code is required for all developments. Therefore, no mitigation measures are required.

G. Greenhouse Gas Emissions:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	
2. Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.			x	

Impact Discussion:

1. Determining how a project might contribute and the overall effect of the individual project to Global Climate Change remains an ongoing debate. Currently there are no approved thresholds or methodologies currently available for determining the significance of a project's potential contribution to global climate change in CEQA

documents. An individual project, other than a massive regional construction project associated with energy production or transportation system, does not generate sufficient GHG emissions to directly influence global climate change. Examples of projects that are likely to exceed a threshold for GHG's include significant expansion of airports and harbors, major metropolitan redevelopment, large scale conversion of farmland and forests, large scale dairy farming, and large scale strip mining and timber harvesting activities. This issue related to Global Climate Change analysis is whether the project contribution towards a cumulative impact is cumulatively considerable.

To determine the significance of GHG emissions from the project, the California Air Pollution Control Officers Association (CAPCOA) white paper entitled *CEQA & Climate Change* (January 2008) was used as a guideline document. This document suggests that projects on a "green list" could be considered less than significant with respect to GHG emissions. Green list projects are those that are deemed a positive contribution to California efforts (e.g., Assembly Bill [AB] 32, Senate Bill [SB] 375) to reduce GHG emissions.

The project represents the implementation of the General Plan's smart growth and new urbanist goals of infill development. Furthermore, an indicator as to the projects contribution of GHG's, the air quality impact discussion of this document demonstrates that the project does not exceed the thresholds for ROC and NOx emissions by the Ventura County Air Pollution Control District (VCAPCD). The analysis takes into account that the project design itself incorporates several mitigating factors that contribute to a reduction in generation of GHG's. As such the project's cumulative impact on climate change and GHG emissions would be considered less than significant.

Research indicates that infill development reduces VMT and associated air pollutant emissions as compared to development on sites at the periphery of metropolitan areas, also known as "greenfield" sites.

2. The California Air Pollution Control Officers Association (CAPCOA) has provided a resources document for local governments to assess emission reductions from various types of land use planning and development mitigation measures. According to CAPCOA, increasing density reduces VMT and associated air pollutant emissions. The project incorporates many CAPCOA recommendations into the design including bicycle parking, Title 24 compliance and water use efficiency measures.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have a less than significant impact with regard to the greenhouse gas emissions issue area. Therefore, no mitigation measures are required.

H. Hazards and Hazardous Materials:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials				x
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				x
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school				x
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				x
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				x
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
8. 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? (				x

Impact Discussion:

1. The proposed industrial development does not anticipate the transport, use or disposal of hazardous materials.

2. The proposed project would be required to comply with the city's Hazardous Material regulations regarding storing, using and discarding chemical products typically used during the operation of office development. There is no component of the proposed project that involves the introduction of hazardous materials or other potential health or safety hazards resulting thereof and with the enforcement of state and federal laws governing upset conditions associated with hazardous materials and wastes, impacts would be less than significant..

3. There nearest public school Montalvo Elementary school located approximately 0.5 miles to the northeast.

4. The project site is not listed as a hazardous materials site.

5. The project is not located within an airport land use plan.

6. The project site is not located within the vicinity of a private airstrip.

7. The proposed development has been reviewed by emergency personnel to ensure two means of ingress and egress, adequate road and driveway widths and therefore would not interfere with an emergency response plan.

8. The project site is not located within a wildlands area.

Mitigation/Residual Impact(s): Based on the above, the project would have no impact related to Hazards. Therefore, no mitigation is required.

I. Hydrology and Water Quality:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Violate any water quality standards or waste discharge requirements?			x	
2. 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)?			x	
3. 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 that would result in substantial erosion or siltation on- or off-site?			x	
4. Substantially alter the existing drainage pattern of the site or area, including through 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?			x	
5. 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?			x	
6. Otherwise substantially degrade water quality?			x	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
7. 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?				
8. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			x	
9. 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?			x	
10. Inundation by seiche, tsunami, or mudflow?			x	

Impact Discussion:

1. Discharges into surface waters will be altered as a result of the project. Runoff pollutants such a petroleum hydrocarbons and heavy metals generally associated with urban developments are typically washed off streets and parking areas during the first storm of the winter season, provided at least one-half inch of rain falls. However because the project incorporates bio-filtration swales as part of the drainage design and is subject to the requirements of the City's MS-4 permit for Municipal storm water runoff, the conditions of which limit the volume on contaminants allowed to enter the storm drain system, impacts are considered to be less than significant.

   Project construction and grading activities associated with future development would involve on-site operation of heavy equipment and excavation. The potential for soil erosion is considered to be low, but peak storm water runoff could result in short-term sheet erosion within areas of exposed or stockpiled soils. Furthermore, on-site compaction of soils by heavy equipment may reduce infiltration capacity of soils and increase runoff and erosion potential. If uncontrolled, these soil materials could result in engineering problems including the blockage of storm drains and downstream sediment. Generally speaking, construction-related impacts to pre and post-construction water quality impacts would be addressed through the project's required MS-4 permit.

   Concerning potential post development impacts, it is anticipated that an increase in covered building area on-site would result in runoff containing a certain amount of pollutants. These typically include petroleum hydrocarbons and heavy metals that are typically washed off streets and parking areas during the first storm of the winter

season. The MS-4 permit also contains requirements for the incorporation of applicable BMPs such as landscaped areas for infiltration, filters and/or basins, and/or other approved methods that intercept stormwater and effectively prohibit pollutants from discharging into the storm drain system.

2. The City of San Buenaventura supplies water to the proposed project site. There are presently five distinct water sources providing water to the City water system:

   - Casitas Municipal Water District (Casitas)
   - Ventura River Foster Park Area (Foster Park)
   - Mound Groundwater Basin
   - Oxnard Plain Groundwater Basin (Fox Canyon Aquifer)
   - Santa Paula Groundwater Basin

   The City also provides reclaimed water from the Ventura Water Reclamation Facility. In addition, the City has a 10,000 acre-feet per year (AFY) contract amount from the California State Water Project, which is not utilized within the City service area because there are no facilities to deliver the water to the city.

   Significant impact would result if sufficient domestic and/or fire protection water supply were not available to serve the project's current and long-term needs. The 2005 General Plan FEIR estimates the total water available for city use in 2015 to be 28,262 AFY. This number was based on the 2000 Urban Water Management Plan (UWMP). Furthermore, the 2010 UWMP, amended in 2011, estimates the total water available for city use to be 22,000 AFY. The 2012 LAFCO Municipal Service Report revised this number to 21,000 AFY (based on Casitas MWD demands declining from 6,000 to 5,000 AFY). The 2010 UWMP estimates 6.5% for annual water loss and therefore the total water available for city use in 2015 will be approximately 19,700 AFY.

   The stated goal of the City is to deliver a reliable and high quality water supply for customers, even during dry periods. Based on conservative water supply and demand assumptions over the next 25 years in combination with conservation of non-essential demand during certain dry years, the Plan successfully achieves this goal. The 2005 City of Ventura General Plan emphasizes intensification and reuse of already developed areas. Therefore, given the above discussion regarding water service, there is sufficient water to meet the projected demand increases due to this project's minimal water demand.

3. Project construction and grading activities associated with future development would involve on-site operation of heavy equipment and excavation. The potential for soil erosion is considered to be low, but peak storm water runoff could result in short-term sheet erosion within areas of exposed or stockpiled soils. Furthermore, on-site compaction of soils by heavy equipment may reduce infiltration capacity of soils and increase runoff and erosion potential. If uncontrolled, these soil materials could result in engineering problems including the blockage of storm drains and downstream

sediment. Generally speaking, construction-related impacts to pre and post-construction water quality impacts would be addressed through the project's required MS-4 permit. The project includes infrastructure that would include a variety of stormwater drainage actions that would increase infiltration, thereby reducing erosion. The project would be consistent with the policies of the General Plan and would comply with the applicable regulations located within the Stormwater Quality Management section of the Municipal Code.

4. See Items 1-3

5. See Items 1-3

6. The project does not contain a residential component.

7. According to the 2005 General Plan FEIR, the project area is not located within a 500-year flood plain, 100-year flood plain or a floodway. The flood boundaries utilized in this map are derived from the September 1986 and August 1987 Flood Insurance Rate Maps (FIRM) compiled for the Federal Insurance Administration to implement the National Flood Insurance Act. Therefore, the project will not place any structures within a flood hazard area and no impacts are anticipated.

8. See Item 7

9. The project site is located within dam inundation area for the Castaic and Pyramid Dams. In the event of a dam failure or other flood event, the County 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 County 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 reducing any impacts to less than significant.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have a less than significant impact with regard to water quality and hydrology issues. Therefore, no mitigation measures are required.

J. Land Use and Planning:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Physically divide an established community?				X

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
2. 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?				x
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?				x

Impact Discussion:

1. The project site is situated within the northeast section of the North Bank Community within an existing Industrial Manufacturing and Office area as identified by the City of Ventura 2005 General Plan. The site is separated from established adjoining communities by the railroad to the north, and Victoria Avenue to the west.

2. The proposed beverage distribution facility is an allowed use within the Manufacturing Planned Development (MPD) zone and is an expected land use within the 2005 General Plan Land Use designation of Industry which encourages intensive manufacturing, processing, warehousing, and similar uses, as well as light, clean industries and support offices; also encourages limited workplace-serving retail functions and work-live residences where such secondary functions would complement and be compatible with large scale buildings. All required parking is provided onsite and there are no variances requested.

3. The site is not located within a habitat or natural community conservation plan area.

Mitigation/Residual Impacts: Based on the above discussion, the proposed project would have no impact with regard to the land use/city and regional plans issue area. Therefore, no mitigation measures are required.

K. <u>Mineral Resources</u>:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Result in the loss of availability of known mineral resource that would be of value to the region and the residents of the state?				x
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on the General Plan, specific plan, or other land use plan?				x

Impact Discussion:

1. The Ventura County General Plan Resource Protection Map (Amended 1996) indicates no known mineral resources at the project site.

2. See item 1 above.

Mitigation/Residual Impact(s): Based on the analysis provided above, the proposed project would not result in significant energy or mineral resource impacts. Therefore, no mitigation measures are required.

K. Noise:

Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. 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?			x	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			x	
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			x	

Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			x	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
6. 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 levels?				x

Impact Discussion:

1. The City of Ventura Noise Ordinance (Municipal Code § 10.650) prohibits unnecessary, excessive, or annoying noise in the City. The Ordinance does not control traffic noise, but applies to all noise sources located on private property including traffic noise. As part of this ordinance, properties within the City are assigned a noise zone based on their corresponding land use with industrial/agricultural districts designated as Noise Zone IV. Commercial and industrial activity can produce noise from heavy traffic, deliveries and machinery. Any noise-generating activity that exceeds 70 dBA for a cumulative period of more than 30 minutes in any hour within Noise Zone IV is not allowed.

   Policy 7E of the General Plan requires an acoustical analysis for new residential development within a minimum 60 dBA CNEL contour to ensure exterior noise levels do not exceed 65 dBA CNEL, and Interior noise levels do not exceed 45 dBA CNEL. The California State Building Code (SBC) requires an acoustical study whenever outdoor noise would exceed 60 dBA CNEL at a multi-family residence. However industrial and office uses are not considered "sensitive" noise receptors and therefore there would be no impact.

1. The primary vibration and noise source generally associated with the development of buildings results from the use of equipment utilized during construction of foundations, a short term noise impact. Once constructed, the proposed project would not generate excessive ground borne vibration or noise.

The proposed project is not known to generate a permanent increase in noise levels. Grading and building construction would be subject to the City's Noise Ordinance, limiting construction to the daytime hours. Therefore, the existing development is not anticipated to generate temporary or periodic increase in noise levels.

2. The site is abutted by light industrial development, vacant land and the Union Pacific Railroad and nearby Highway 101 traffic. Surrounding uses include manufacturing, warehousing and light industrial. These uses typically result in a loud background (ambient) noise level. The development of an office and light industrial uses on the project site is consistent with the existing MPD and Industry land use designation for the property and would not significantly increase existing noise levels. The project would result in no significant short-term impacts relating to construction since the City's Noise Ordinance (No. 87-19) restricts construction activity to the hours between 7 A.M. and 8 P.M. when people are generally less sensitive to noise. Therefore, the project would result in a less than significant impact under this issue area.

   Concerning potential long-term operational related noise impacts, vehicular traffic along U.S. Highway 101, Victoria Avenue and Olivas Park Drive are the predominant source of noise in the vicinity.

3. See Item 3.

4. The project site is not located within an airport land use plan area.

5. The project site is not within the vicinity of a private airstrip.

Mitigation/Residual Impact(s): Based on the above discussion, the project would have a less than significant impact with regard to Noise exposure. Therefore, no mitigation measures are required.

L. Population and Housing:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. 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)?			x	
2. Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?				x

Impact Discussion:

1. Development can be considered growth inducing when it requires the extension of urban infrastructure into isolated localities, which are presently void of such facilities. This project is situated in an area that is generally surrounded by urban areas that contain established infrastructure, and the extension of public infrastructure is not required. The 2005 General Plan Final Environmental Impact Report assumed a population buildout of 123,645 by the year 2025; Ventura currently maintains a population of 109,087. Based on the Department of Finance forecast in 2008 the assumed population buildout by the year 2025 is 127,032 (a difference of an additional population of 3,387 from the 2005 General Plan FEIR estimate). The proposed project does not include a residential component and therefore the residential population under the proposed project would not exceed the SCAG/APCD forecast; hence, population growth would not be considered substantial and impacts would be less than significant.

2. There is no presence of residential development on-site. Therefore, the proposed project would not result in the displacement of any existing housing units.

Mitigation/Residual Impact(s): Based on the impact evaluation provided above, the proposed project would not result in significant population or housing impacts. Therefore, no mitigation measures are required.

M. Public Services & Recreation:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following: a. Fire protection?			x	
b. Police protection?			x	
c. Schools?			x	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
d. Parks?				x
e. Other public facilities?				x
2. 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?				x
3. 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?			x	

Impact Discussion:

1a. The City of Ventura Fire Department (VFD) provides fire protection services to areas within the City's corporate boundary. The VFD responds to fire, rescue, medical, and hazardous materials emergencies. The VFD operates six fire stations in Ventura, with administrative offices at 1425 Dowell Drive.

The VFD is comprised of three Divisions—Operations, Administration, and Building & Safety. The Operations Division is responsible for activities and emergency responses of the Department's firefighting force. Station 5, the most centrally located (near the intersection of U.S. 101 and SR 126), has a truck company and engine company. In addition, there is one battalion chief on duty at a time (assigned as the shift manager). The shift manager's quarters are adjacent to Station 2. The VFD plans to relocate Fire Station 4 from its current location at 8303 Telephone Road to the Community Park property located at the corner of Telephone Road and Kimball Road. Fire Station 4, which includes 9 firefighters, was closed temporarily but was reopened in 2012 with Federal grant monies. However the funds to operate the station are only available for a period of 3 years.

The City of Ventura Fire Department has long sought to reach the national standard staffing goal of 1 firefighter per 1000 residents. Currently, at 72 sworn staff and a population of 109,946 that ratio is 1 firefighter per 1,527 residents or .65 Firefighters per 1000 residents. In 2002, Ventura Fire had 73 sworn positions and a population of

100,916, resulting in a ratio of 1 firefighter per 1,382 residents or .72 firefighters per 1000 residents.

During construction, framing operations and installation of electrical, plumbing, communications, and ventilation systems would occur. Although rare, the potential for fire or emergency medical services due to injury to occur at the construction site is possible. It is expected that the electrical, plumbing and mechanical systems for the development would be properly installed during framing operations and, thus, reduce the potential for fire. Implementation of standard on-site safety meetings would reduce the chance of serious injury requiring emergency medical services. In addition, the construction site would be subject to City requirements relative to water availability and accessibility to fire fighting equipment. Standard Fire Code requires a fire flow test to determine if adequate fire flow is available to serve the project site. Adherence to these requirements during construction would reduce the potential for fire hazards during construction to a less than significant level.

Construction activity would increase traffic both on and adjacent to the project site during working hours because commuting construction workers, trucks, and other large construction vehicles would be added to normal traffic during the construction period. Slow moving construction-related traffic along local roadways may reduce optimal traffic flows on these roadways and could conceivably delay emergency vehicles or contribute to a vehicle accident. This potential impact is considered to be less than significant due to the short-term nature of any construction-related traffic, and implementation of standard construction practices (i.e., flagmen, detours, etc.).

It is generally assumed that the frequency and nature of future emergency calls would increase as the intensity of activity in an area increases. For a project of this type, the majority of calls would likely be due to emergency medical and rescue. The proposed project would be required to conform to the California Building Code (CBC) and Uniform Fire Code (UFC). Fire safety features such as sprinklers would be provided in accordance with these codes. Access points for the proposed project would be reviewed and approved by the City, and would also be required to conform to the CBC and UFC. Also, implementation of General Plan Action 7.13 would provide the requisite funding for new facilities and equipment needed to serve new development through 2025.

The geographic area served by VFD would not increase as a result of the project. With incorporation of these measures, the proposed project would have a less than significant impact with regard to the fire protection issue area.

1b. The City of Ventura Police Department (VPD) provides law enforcement services in the incorporated City. According to the 2005 City of Ventura General Plan FEIR, the City maintains staffing levels of 1.21 police officers per 1,000 residents, which is lower than that of Santa Barbara and Oxnard. The VPD's 2011 strategic plan, *A Crime Fighting Blueprint for Our Community*, adjusts staff levels to 1.19 police officers per 1,000 residents. The 2005 General Plan includes policies to improve community safety through enhanced police service. Action 7.15 specifically provides for increased staffing as necessary to serve the community, in addition to increasing community participation and

researching funding options for police services. The VPD headquarters is located at 1425 Dowell Drive.

The Operations Division is comprised of patrol officers, specialty assignment officers, and Police Service Officers (PSOs), as well as a traffic division, gang enforcement unit, and school liaison office. The Services Division consists of a Detective Bureau, Information and Technology Bureau, and a Professional Standards Bureau.

The City is divided into four geographic beats, which are created based on the number of crimes reported and calls for service within the City of Ventura. Beat 1 includes the Ventura Avenue area extending down to California Street. Beat 2 generally includes the area between California Street and Mills Road. Beat 3 generally includes the area between Mills Road and Victoria Avenue. Finally, Beat 4 generally includes the area between Victoria Avenue and the eastern city limits.

The Department is equipped with 32 patrol cars, several unmarked sedans, six motorcycles, and four K-9 units. Most police cars are outfitted with mobile data computers, cell phones, and other technological tools to assist in responding to calls for service. Response time to Class I calls (crimes in progress or alarm soundings) averages less than 6 minutes. Response times for all other calls average less than 20 minutes.

The City has not adopted a specific standard for staffing levels; however, comparing police staffing levels in Ventura to those of the cities of Santa Barbara and Oxnard indicates that the City's ratio of police officers to population is lower. VPD is separated into two divisions: Operations and Services.

Any intensification of land use, and the resulting increase in the concentration of people in an area, would increase the statistical probability of the occurrence of criminal incidents. The area-specific population increase would also increase traffic-related calls for service. Nevertheless, the proposed project constitutes residential growth contemplated by the General Plan, and potential incidents arising as a result of increased activity at the project site could be effectively addressed by existing Ventura Police Department personnel.

Implementation of General Plan Action 7.13, requiring the funding of new services from fees, assessments or taxes as new subdivisions are developed, would provide the requisite funding for new facilities and equipment needed to serve new development through 2025. Additionally, General Plan Policy 7D expands the Police Department headquarters as necessary to accommodate staff growth. Therefore, the land use associated with the project would result in a less than significant impact on police protection services.

1c. Ventura Unified School District (VUSD) boundaries extend from the Santa Clara River west to include the entire City of Ventura, north along Highway 33 to include most of the Oak View community, and west to the Santa Barbara County line. District schools are organized as kindergarten through fifth grade elementary schools, sixth through eighth

grade middle schools, and ninth through twelfth grade high schools. The VUSD manages 16 elementary schools in the City (and one elementary school in Oak View), four middle schools, three high schools, one continuation high school, Opportunity and Independent Study programs, and an adult education program.

The VUSD has divided the City into four geographic attendance areas to direct a student's progression from elementary to high school: West Side, Midtown, Montalvo, and East End. The plan area is located within the Montalvo area of the school district. All elementary schools except one serve a specific attendance area of one or more neighborhoods; the exception is Mound School, which is a District-wide magnet school.

The proposed project does not include a residential component that would add any potential students and the 2005 General Plan EIR concluded that growth impacts from the new school facilities stated by the plans identified less than significant citywide.

1d. As noted in the 2005 General Plan EIR, the intensification of industrial development was not identified to increase demand for local park facilities and because no residential is part of the proposed project there would be no impact to local park facilities.

1e. The project does not include the construction of new roadways or infrastructure that would benefit the public at large. No new government services, above that already being provided in the form of public right-of-way maintenance, would be necessary for the project.

2. See Item 1d.

3. See Item 1d.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have a less than significant impact with regard to the public services issue area. Therefore, no mitigation measures are required.

N. Transportation/Traffic:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not			x	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			x	
3. 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?				x
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				x
5. Result in inadequate emergency access?				x
6. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				x

Impact Discussion:

1. The City utilizes Existing + Approved Project traffic conditions as a basis for determining the significance of traffic impacts. The city considers a Level-of-Service (LOS) of D at freeway interchange intersections and a LOS C for surface street intersections and roadway segments as acceptable. Level of service (LOS) relates to driving conditions, and is ranked from best to worst using an A through F ranking system. For purposes of this analysis, the proposed project would result in significant traffic and circulation impacts if it causes any intersections to operate at or below a Level-of-Service (LOS) C.

The proposed 131,495 square feet warehouse office building consists of 104,085 square feet of warehouse space including 9,000 square feet of refrigerated space, 7,920 square feet of product handling area, and 1,300 square feet designated for printing of advertising materials. The office area within the proposed building includes two floors, approximately 9,000 square feet each, located at the southeast corner of the building. The project site is served by Nicolle Street. Traffic can access the Hwy 101 by using Olivas Park Drive and Victoria Avenue or Leland Street which turns into Auto Center Drive and then connects to Hwy 101.

The beverage distribution facility will average 12-15 inbound loads a day between 6am and 5pm. An average of 34 outbound loads leave the facility Monday - Friday between 4am and 8am. The proposed truck volume is typical of what is anticipated for an industrially zoned property and will have a less than significant impact to the existing circulation system.

2. See discussion under item 1.

3. The project will not affect air traffic patterns.

4. The project will not substantially alter the existing roadway pattern or add incompatible traffic uses to the area.

5. The proposed development has been reviewed by emergency personnel to ensure three means of ingress and egress, adequate road and driveway widths and therefore would not interfere with an emergency response access.

6. The proposed project would not impact any bus transit operations or bus stops. Additionally, the project is required to provide bicycle parking.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have a less than significant impact with regard to the transportation/traffic issues in the area. Therefore, no mitigation measure(s) is required.

O. Utilities and Service Systems:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			x	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			x	
3. 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?			x	
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			x	
5. 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?			x	
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			x	
7. Comply with federal, state, and local statutes and regulations related to solid waste?			x	

Impact Discussion:

1. and 2. and 5. Wastewater: The additional demand of the project on area sewer systems have been anticipated in the 2005 General Plan and the 2005 General Plan FEIR. The City's wastewater collection system is divided into four service areas known as the East, Midtown, Downtown, and Westside areas. The Eastside area extends from the City's easterly border to Kimball Road and Ramelli Avenue. The Midtown area is bounded by Kimball Road and Ramelli Avenue to the east and Laurel to the west, with the Downtown area extending westerly to Ventura Avenue. The

Westside area generally represents the Ventura Avenue corridor to the City's westerly boundary. Flows from the City's four wastewater service areas are treated at the City's Ventura Water Reclamation Facility in the Harbor area near the mouth of the Santa Clara River. Ventura residents generate millions of gallons of wastewater each day, which is carried by more than 450 miles of sewer mains and 12 lift stations to the Water Reclamation Facility. While most residents receive sewer service directly from the City, three other sanitary sewer agencies with their own treatment facilities provide service to some citizens in the Montalvo, Saticoy, and North Ventura Avenue areas. These treatment facilities are:

- Montalvo Municipal Improvement District Treatment Plant
- Saticoy Sanitary District Treatment Plant
- Ojai Valley Sanitary District Treatment Plant

The City's standard for sewer line capacity is a maximum line capacity of 50% for pipes 15-inches and smaller, and 75% for pipes 18-inches and larger. All development on the project site will connect to the City wastewater system. Projects are conditioned on a first come basis to upgrade systems with following projects paying their fair share. 2005 General Plan policies and actions that would respect and benefit the environment include:

Action 5.6 Require project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development.

2. and 4. Water: The City of San Buenaventura supplies water to the proposed project site. There are presently five distinct water sources providing water to the City water system:

- Casitas Municipal Water District (Casitas)
- Ventura River Foster Park Area (Foster Park)
- Mound Groundwater Basin
- Oxnard Plain Groundwater Basin (Fox Canyon Aquifer)
- Santa Paula Groundwater Basin

The City also provides reclaimed water from the Ventura Water Reclamation Facility. In addition, the City has a 10,000 acre-feet per year (AFY) contract amount from the California State Water Project, which is not utilized within the City service area because there are no facilities to deliver the water to the city.

Significant impact would result if sufficient domestic and/or fire protection water supply were not available to serve the project's current and long-term needs. The 2005 General Plan FEIR estimates the total water available for city use in 2015 to be 28,262 AFY. This number was based on the 2000 Urban Water Management Plan (UWMP). Furthermore, the 2010 UWMP, amended in 2011, estimates the total water available for city use to be 22,000 AFY. The 2012 LAFCO Municipal Service Report

revised this number to 21,000 AFY (based on Casitas MWD demands declining from 6,000 to 5,000 AFY). The 2010 UWMP estimates 6.5% for annual water loss and therefore the total water available for city use in 2015 will be approximately 19,700 AFY.

The stated goal of the City is to deliver a reliable and high quality water supply for customers, even during dry periods. Based on conservative water supply and demand assumptions over the next 25 years in combination with conservation of non-essential demand during certain dry years, the Plan successfully achieves this goal. The 2005 City of Ventura General Plan emphasizes intensification and reuse of already developed areas. Therefore, given the above discussion regarding water service, there is sufficient water to meet the projected demand increases due to this project's minimal water demand.

6-7. Solid Waste. Solid waste disposal is an issue of regional and statewide significance. The traditional method of landfill disposal is becoming increasingly problematic, as landfills approach or reach their capacity and the ability to find and develop new landfills is complicated by numerous environmental, regulatory and political concerns. In 1991, the city adopted a Source Reduction & Recycling Element (SRRE), under the mandate of the California Integrated Waste Management Act. Waste reduction programs from the SRRE that are being implemented include recycling programs, re-use programs, and regional materials recovery. New development projects in the city are required to implement site specific source reduction, recycling, and re-use programs to comply with AB 939.

Solid waste disposal in Ventura County can be disposed at any landfill depending upon the preference of individual solid waste haulers and other factors, such as proximity to the collection area, tipping fees, and daily capacities at the landfill sites. Currently, most solid waste collected within Ventura County by public and private haulers is disposed of in the County

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have a less than significant impact with regard to the transportation/traffic issues in the area. Therefore, no mitigation measure(s) is required.

P. Mandatory Findings of Significance:

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?				x
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)				x
3. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?				x

Findings Discussion:

1. Based on the information obtained in the preparation of this Initial Study and the inclusion of mitigation measures, the proposed project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples or the major periods of California history or prehistory. The project site is located in a predominately urban setting, and development would not affect rare or endangered plant or animal communities or any significant historical or cultural resources.

2. The California Legislature has enacted the 2006 Global Warming Solutions Act, which

is referred to as AB 32. The purpose of AB 32 is to create a statewide program to cap carbon emissions at 1990 levels by 2020. In short, AB 32 defines "greenhouse gases" (GHG) and requires California Air Resources Board adoption and implementation of regulations and scoping plan for reduction of GHG's to the 1990 level. In 2007, the California Legislature enacted similar legislation, S.B. 97, requiring the State Office of Planning Research to promulgate guidelines for the analysis of Green House Gases by July 2009.

At present time, there are no specific guidelines or thresholds for the evaluation of project emissions of greenhouse gases and cumulative effects on global climate change. On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions, as required by Senate Bill 97. These proposed CEQA Guideline amendments would provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents. The Natural Resources Agency will conduct formal rulemaking in 2009, prior to certifying and adopting the amendments, as required by Senate Bill 97. While general GHG emission inventories are available on the national and state level, no localized or regional GHG emission inventory is yet available. As such, there are no guidelines or thresholds to analyze project effects or to place them in context that would allow a determination of impact significance. Because there are no CARB adopted emission levels or goals, it would be speculative for the city to establish independent thresholds that may be in conflict with future CARB adopted inventories and thresholds. As such, qualitative forms of analysis will be conducted when such tools are available.

However, the City of Ventura employs existing policies and incentives that help promote reduced vehicle trips and increased energy efficiency, which the application of which meets the intent of the AB32. The 2005 General Plan adopted an infill strategy first versus the further development encroachment in the hillsides, or SOAR areas. The General Plan EIR included traffic and air quality emissions analysis, including a comparison of non-infill alternatives. The strategy of smart growth creates land use forms consistent with SCAG Regional Plans as a means of reducing Vehicle Miles Traveled and tailpipe emissions.

In evaluating components of the project design and the existing energy saving standards the city applies, as well as Ordinance Code requirements and permit conditions that will be placed on project approval, the project would not likely create a significant or cumulative impact to global warming and no other potentially significant individually limited or cumulative impacts were identified.

3. Based on the information contained in this Initial Study, the proposed project does not have the potential to directly or indirectly cause substantial adverse impacts on humans according to the information obtained in during the preparation of this environmental assessment.

VI. CIRCULATE TO THE FOLLOWING AGENCIES/PERSONS:

VENTURA COUNTY

Agricultural Commissioner	[x]	Ventura County Clerk/Recorder* 1 original, 4 copies, unstapled (hand deliver to County)	[x]
Local Agency Formation Commission (LAFCO)	[ ]		
County of Ventura Resource Management Agency, Attn: Planning* Director (6 hard copies)	[X]	Ventura County Transportation Commission* (VCTC)	[ ]

ADJACENT COUNTIES

Kern County Planning & Development Services	[ ]	County of Santa Barbara Planning Division	[ ]
County of Los Angeles Dept. of Regional Planning Impact Analysis Section	[ ]		

ADJACENT CITIES

City of Oxnard	[x]	City of Ojai	[ ]

OTHER PUBLIC AGENCIES

Air Pollution Control District*	[X]	Ventura County Organization of Government (VCOG)	[X]
Ventura County Solid Waste Management Department	[X]	Ventura Regional Sanitation District*	[X]
Casitas Mutual Water District	[X]	Gold Coast Transit	[x]
Ventura Unified School District	[X]		

LIBRARIES

Avenue Branch Library*	[X]
E.P. Foster Branch Library*	[x]

STATE AGENCIES

California Coastal Commission South Central Coast Area Office	[ ]	Southern California Association of Governments (SCAG)* (3 copies)	[X]
California Dept. of Fish & Game (Santa Barbara)	[ ]	Caltrans District 7 Environmental Section	[ ]
California Regional Water Quality Control Board	[X]	State Department of Parks and Recreation	[ ]
California Integrated Waste Management Board, Permits Section	X]	Dept. of Boating & Waterways	[ ]
California Department of Toxic Substances Control	[ ]	State Clearinghouse (10 copies)	[ ]

FEDERAL AGENCIES

U.S. Army Corps of Engineers	[ ]	U.S. Fish & Wildlife Service	[X]

CITIZEN GROUPS

CITIZEN GROUPS

Audubon Society	[ ]	Sierra Club	[ ]
Building Industry Association Greater Los Angeles/Ventura Region of Southern California, Inc.	[X]	California Trout	[ ]
		Surfrider Foundation	[ ]
Environmental Coalition	[ ]	Friends of the Ventura River	[ ]
Environmental Defense Center	[ ]	League of Women Voters	[ ]
Friends of the Santa Clara River	[x]	Santa Ynez Band of Mission Indians	[x]
Ventureano Canaliano Chumash	[x]	Owl Clan Consultants	[x]
Candelaria American Indian Council	[x]	Montalvo Property Owners Association	[ ]
Ventura County Archaeological Society	[x]	Foothill Road Homeowners Association	[ ]
Westside Community Council	[ ]	East Ventura Community Council	[ ]
Downtown Community Council	[ ]	Midtown Community Council	[ ]

Pierpont Community Council [ ]

*Indicates agency/person always receives notice.

VII. LIST OF REFERENCES:

These references, and those previously cited within the text of this Initial Study/Environmental Assessment, 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. In addition, the materials that were submitted by the applicant have also been used in completing this document.

If any person or entity reviewing this Initial Study/Environmental Assessment 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.

A. General Plan, including all technical appendices, maps, and the Final Environmental Impact Report prepared and certified therefore - City of San Buenaventura, 2005.

B. Zoning Ordinance, including all maps and the Negative Declaration (EIR-2010) prepared and adopted therefore - City of San Buenaventura, 1992.

C. Annual Transportation Report, Technical Appendix – City of San Buenaventura, April 2002

D. Countywide Solid Waste Management Plan - Ventura County Solid Waste Management District, 1985.

E. Air Quality Mitigation Program - City of San Buenaventura, 1993.

F. Noise Ordinance - City of San Buenaventura.

G. Federal Emergency Management Agency (FEMA) MAPS, 1987.

H. California Building Code, 2010.

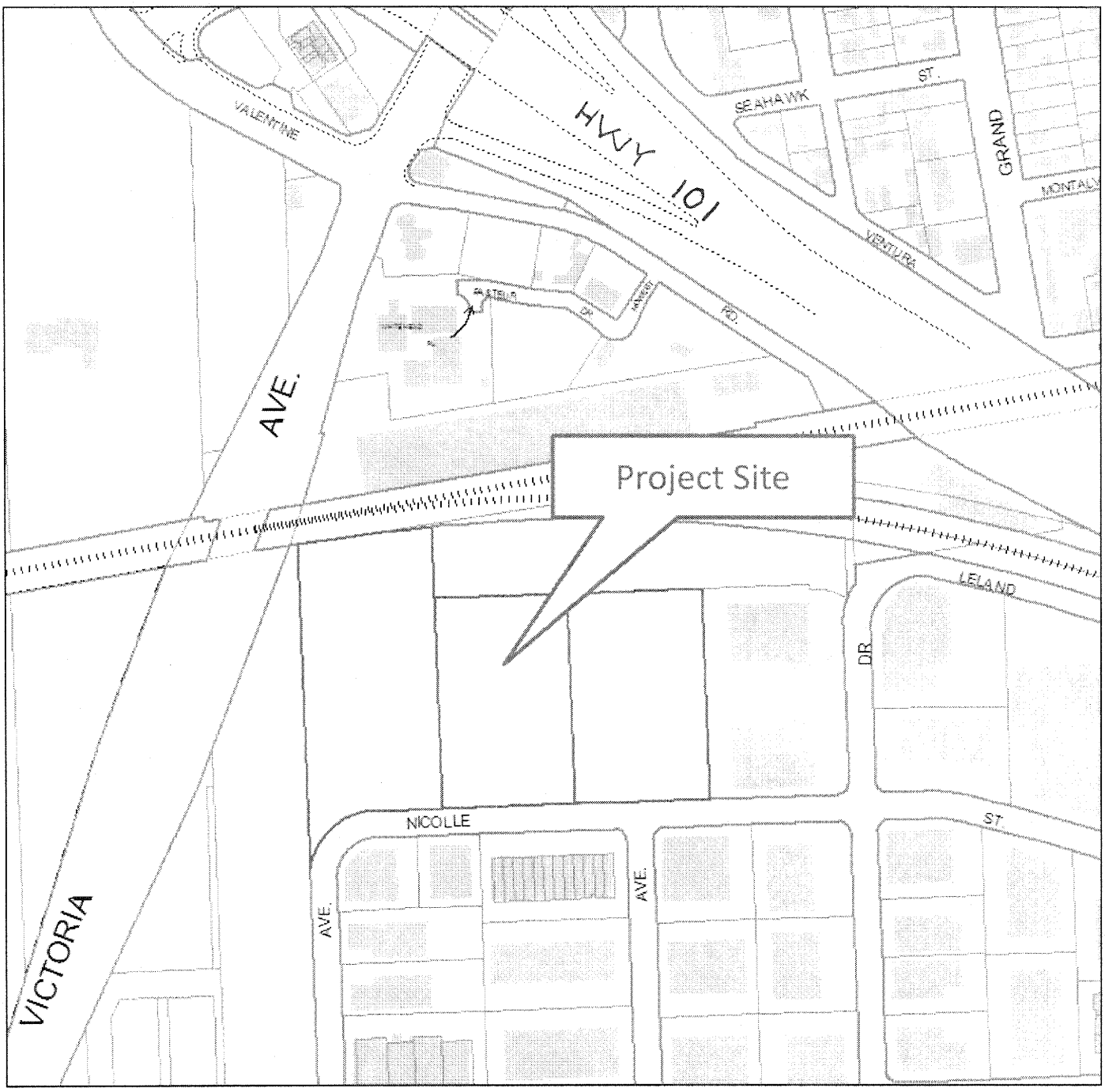
VIII. PERSONS AND/OR AGENCIES CONSULTED DURING PREPARATION OF THIS INITIAL STUDY/ENVIRONMENTAL ASSESSMENT:

Person	City Agency	Comments
Shaida Barharloo	Land Development	Grading/Water
Chandra Chandrashaker	Land Development	Transportation
Yolanda Bundy	Community Development	Building and Safety
Glen Albright	Fire Department	Fire Safety
Joe Santos	Public Works	Sewer
Ralph Deex	Public Works	Parks

IX. ATTACHMENTS:

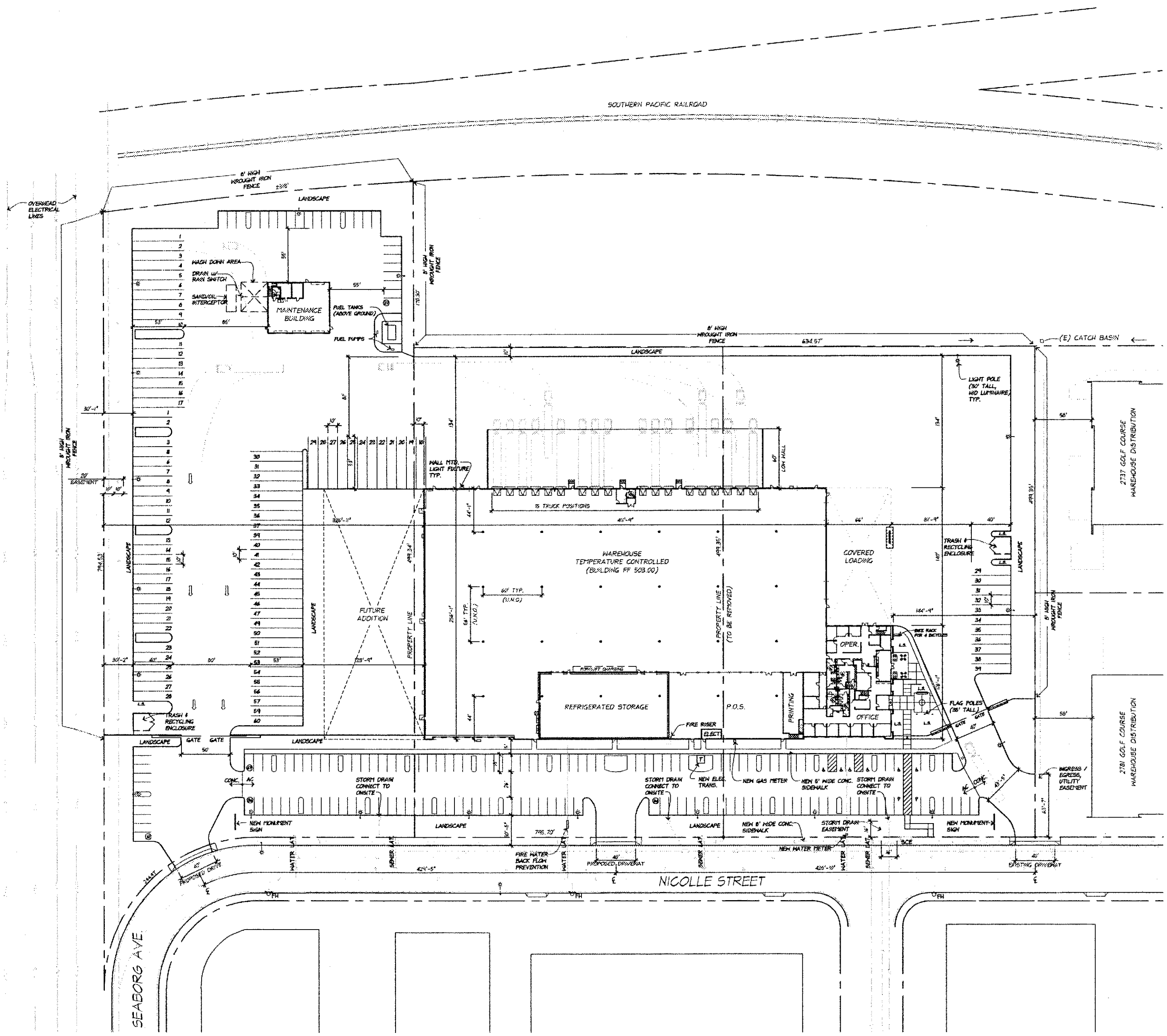
A. Project Site Information
B. Project Plans
C. CalEEMod Emission Report

Attachment A
Project Site Information

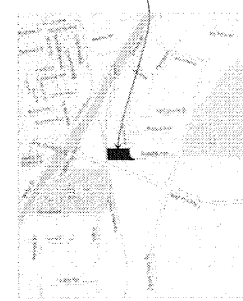


Attachment A
Project Site Information
Project 5097
DRC-10-12-13306

Attachment B
Project Plans



SITE LOCATION



LEGAL DESCRIPTION

PARCEL A":

PARCEL 2 AND PARCEL 3 OF MAP NO.-LD[illegible], CITY OF SAN BUENAVENTURA, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 44 PAGE 65 AND 66 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT AN UNDIVIDED ONE-HALF OF ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCES, IN, ON, AND UNDER SAID PROPERTY WITHOUT THE RIGHT, HOWEVER, TO ENTER ON THE SURFACE OR WITHIN 500 FEET OF THE SURFACE FOR DEVELOPMENT OR PRODUCTION PURPOSES, AS RESERVED BY FRANK H. VALENTINE, AN UNMARRIED MAN IN DEED RECORDED APRIL 16, 1969 IN BOOK 3470 PAGE 637 OF OFFICIAL RECORDS.

PARCEL B, EASEMENTS SET FORTH IN EASEMENT AGREEMENT BY AND BETWEEN PLASA OLIVAS, LTD., A CALIFORNIA LIMITED PARTNERSHIP, SHELDON APPEL AND CAROL DUNHAM ROLES, CO-TRUSTEES OF THE ERWIN AND ESSIE APPEL TRUST OF 1975 AND JEFFOLD S. FELSENTHAL, AN INDIVIDUAL, JEFFOLD S. FELSENTHAL AND JUDY FELSENTHAL, AS A COMMUNITY PROPERTY AND LAA INVESTMENTS, A CALIFORNIA LIMITED PARTNERSHIP, RECORDED JUNE 28, 2000 AS INSTRUMENT NO [illegible] OF OFFICIAL RECORDS.

PARCEL "D":

PARCEL "D" IN THE CITY OF SAN BUENAVENTURA, COUNTY OF VENTURA, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 28, PAGE 81, IN THE OFFICE OF COUNTY RECORDER OF SAID COUNTY.

EXCEPT AN UNDIVIDED ONE-HALF OF ALL OIL, GAS, MINERALS, AND OTHER HYDROCARBON SUBSTANCE, IN ON, AND UNDER SAID PROPERTY WITHOUT THE RIGHT, HOWEVER, TO ENTER ON THE SURFACE OR WITHIN 500 FEET OF THE SURFACE FOR DEVELOPMENT OR PRODUCTION PURPOSED BY FRANK H. VALENTINE, A MARRIED MAN AND ALICE C. VALENTINE, HIS WIFE AND HARRY VALENTINE, AN UNMARRIED MAN IN DEED RECORDED APRIL 16, 1969, IN BOOK 3470, PAGE 637 OF OFFICIAL RECORDS.

APN'S: [illegible]

SUMMARY TABLE

PROPOSED USE OF PROPERTY:	WAREHOUSE AND DISTRIBUTION FACILITY		
ZONE:	M-P-D		
GROSS LOT AREA (INCL. EASEMENTS)	[illegible] SF (12.1 ACRES)		
LOT COVERAGE	[illegible] SF ([illegible] OF SITE)		
PROPOSED BUILDING AREAS			
WAREHOUSE		[illegible] SF — [illegible] SF MAX.	
TEMPERATURE CONTROLLED	[illegible] SF		
REFRIGERATED STORAGE	[illegible] SF		
P.O.S.	7,[illegible] SF		
PRINTING	1,[illegible] SF		
OFFICE			
1ST FLOOR OFFICE	[illegible] SF	[illegible] SF	
2ND FLOOR OFFICE	[illegible] SF		
COVERED LOADING		[illegible] SF	
TOTAL		[illegible] SF	
PROPOSED MAINTENANCE BUILDING AREA:		[illegible] SF	
PROPOSED PARKING:		REQUIRED	PROVIDED
OFFICE	1 SPACE / 300 SF	[illegible] SPACES	
WAREHOUSE	1 SPACE / 1,000 SF	[illegible] SPACES	
TOTAL		[illegible] SPACES	[illegible] SPACES
LANDSCAPE AREA:	[illegible] SQ.FT. x [illegible] (REQ'D) = [illegible] SF		[illegible] SF

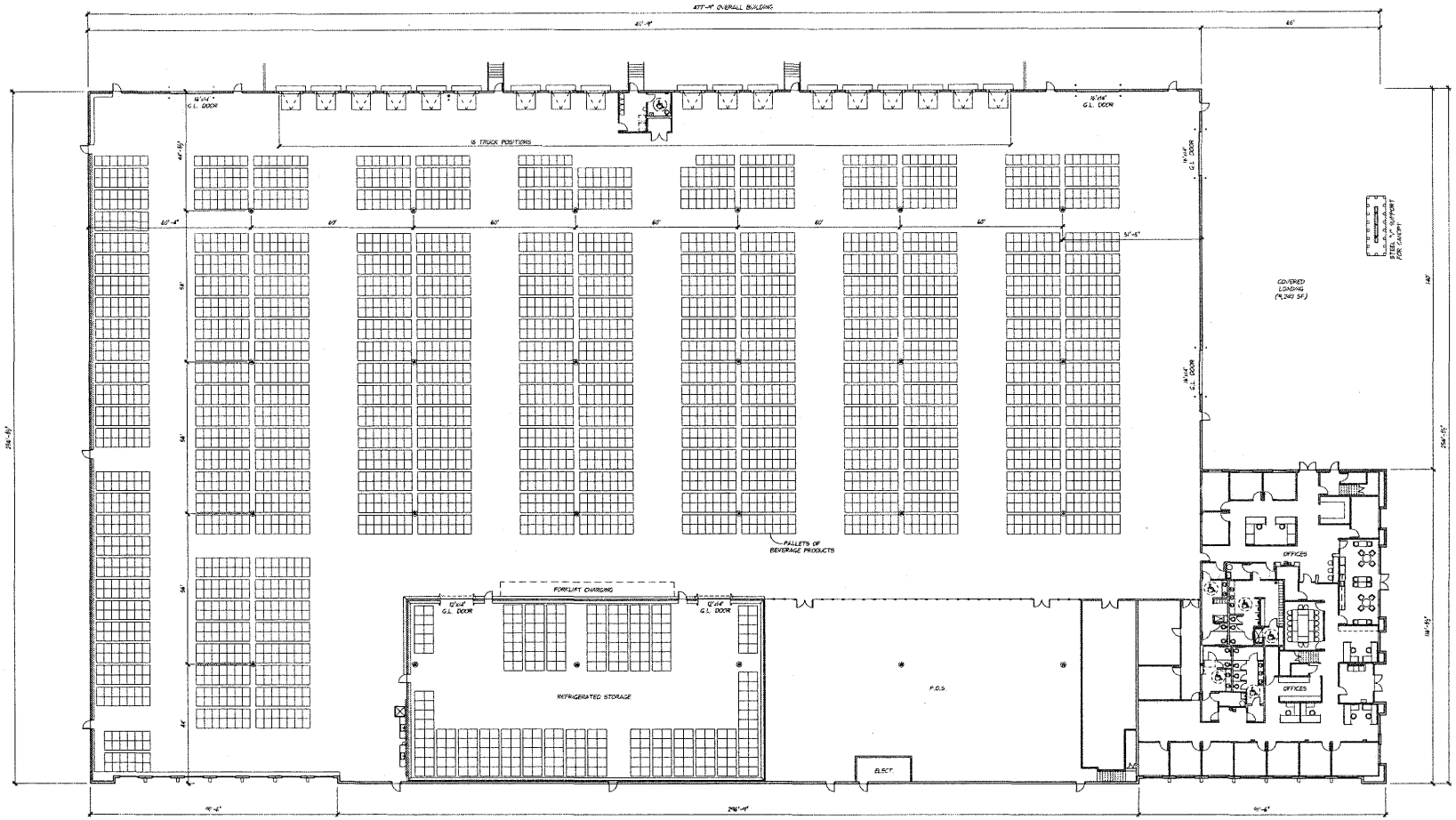
(66) [illegible] TRUCK PARKING SPACES
([illegible]) [illegible] TRUCK PARKING SPACES
([illegible]) [illegible] STANDARD PARKING SPACES
(4) [illegible] ACCESSIBLE PARKING SPACES

BEVERAGE DISTRIBUTION FACILITY — **SITE PLAN**

XXXXX NICOLLE STREET (BETWEEN SEABORG AVENUE AND GOLF COURSE DRIVE) VENTURA, CALIFORNIA

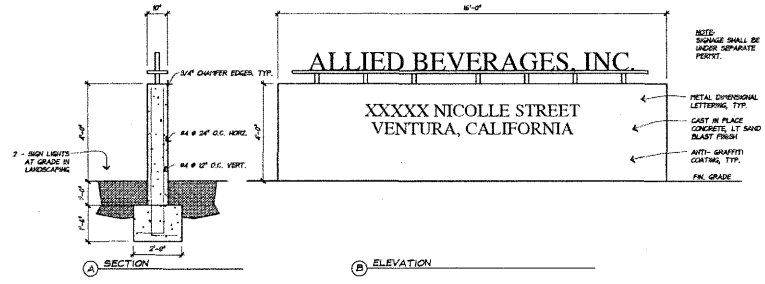
Owner: **Allied Beverages, Inc.** Architect: **C2G** Architects Project: 1205.01 10.24.12

1" = 40'



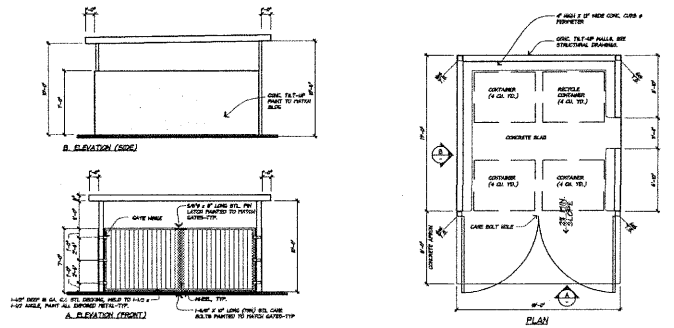
1 OVERALL FLOOR PLAN

1/16"= 1'-0"



3 MONUMENT SIGN

N.T.S.



2 TRASH ENCLOSURE ELEVATION

N.T.S.

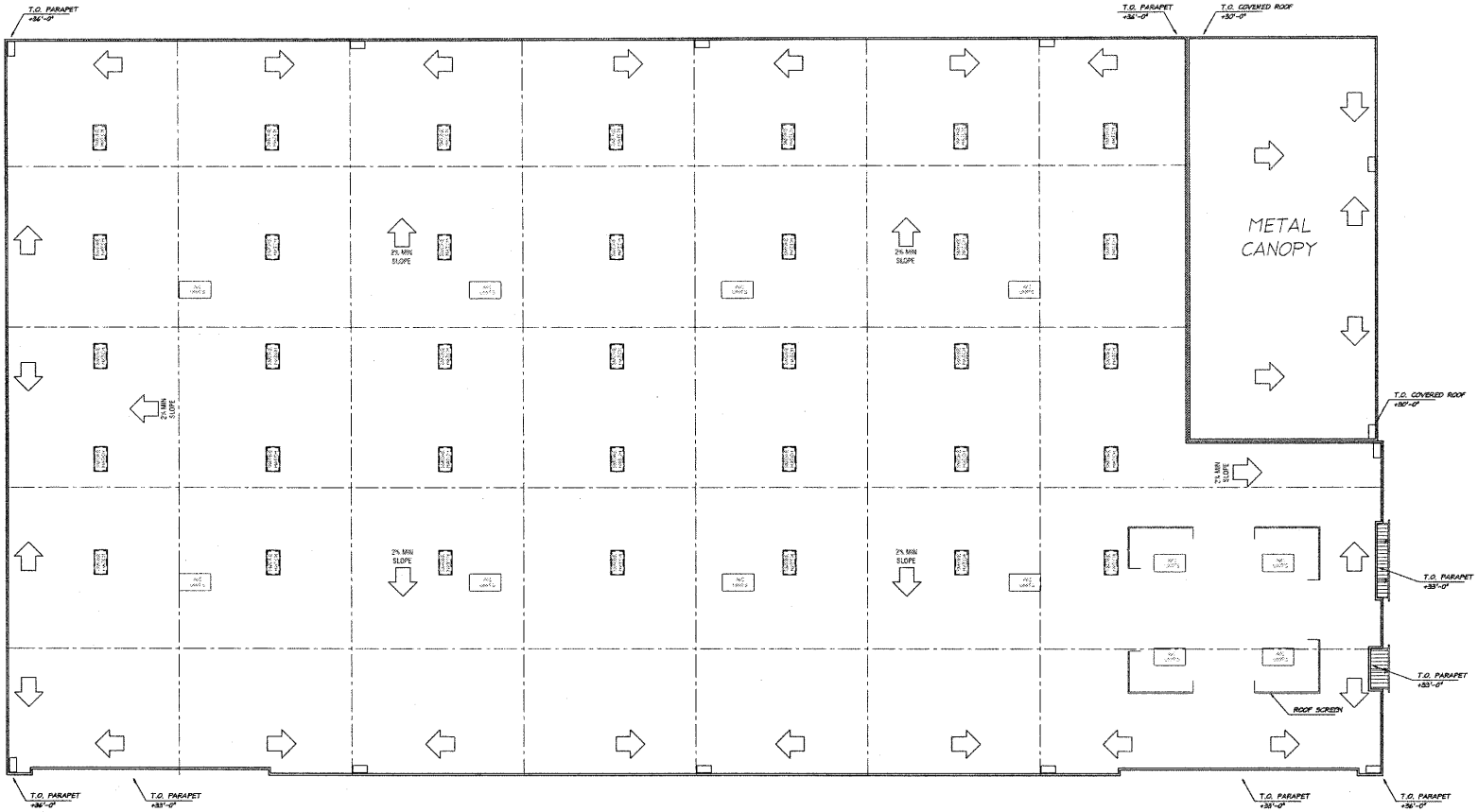
BEVERAGE DISTRIBUTION FACILITY — **OVERALL FLOOR PLAN, TRASH ENCL, MONUMENT SIGN**

XXXXX NICOLLE STREET (BETWEEN SEABORG AVENUE AND GOLF COURSE DRIVE) VENTURA, CALIFORNIA

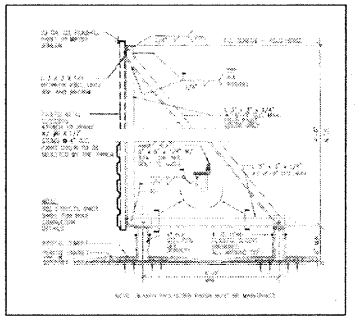
Owner: **Allied Beverages, Inc.** Architect: **C2G** Architects Project: 1205.01 10.24.12

0 16' 32' N

1/16"= 1'-0"



1 ROOF PLAN
1/16" = 1'-0"

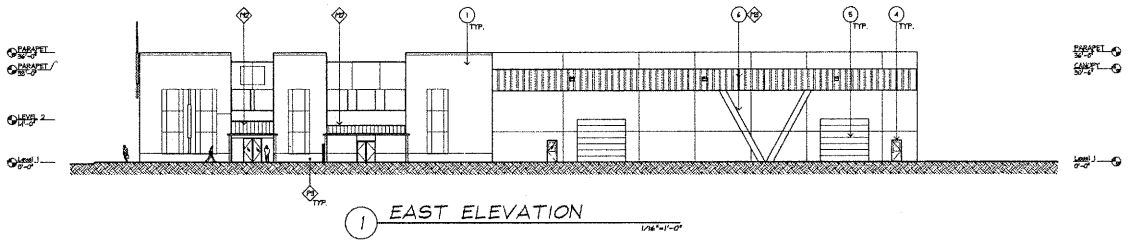


2 ROOF SCREEN
N.T.S.

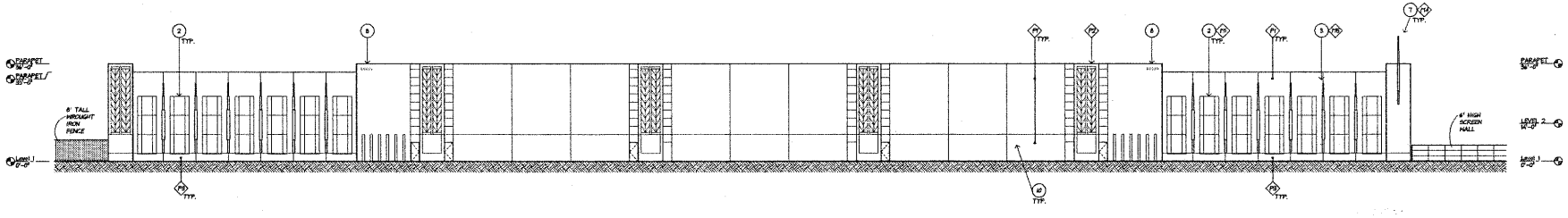
BEVERAGE DISTRIBUTION FACILITY

ROOF PLAN

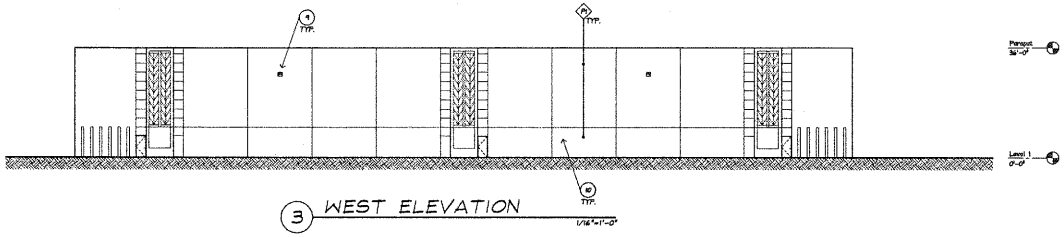
XXXXX NICOLLE STREET (BETWEEN SEABORG AVENUE AND GOLF COURSE DRIVE) VENTURA CALIFORNIA Owner: **Allied Beverages, Inc.** Architect: **C2G** Architects Project: 1205.01 10.24.12 1/16" = 1'-0"



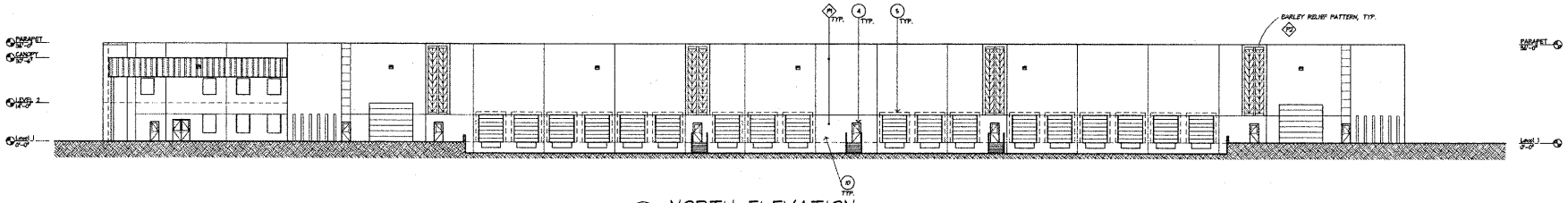
1 EAST ELEVATION
1/16"=1'-0"



2 SOUTH ELEVATION
1/16"=1'-0"



3 WEST ELEVATION
1/16"=1'-0"



4 NORTH ELEVATION
1/16"=1'-0"

ELEVATION KEYNOTES

1. CONCRETE TILT-UP WALL PANEL, SMOOTH FINISH, PAINTED
2. ALUMINUM STOREFRONT GLAZING SYSTEM
3. PRE-CAST STONE
4. HOLLOW METAL DOOR, PAINTED
5. OVERHEAD COILING OR VERTICAL LIFT DOOR, PAINTED
6. CANOPY METAL COVERED AND STRUCTURAL SUPPORT
7. DECORATIVE METAL
8. BUILDING ADDRESS, 10" BRONZE METAL NUMBERS
9. WALL MOUNTED LIGHT FIXTURES @ 30' AFF, M.H.D. LAMPS WITH CUT-OFF SHIELD
10. PROVIDE ANTI-GRAFFITI PAINT UP TO 9'-0" A.F.F MIN. ON EXTERIOR WALLS.

COLOR LEGEND:

- P1 PAINT 1 ... ANTIQUE PAPER, FLAT FIN., DUNN EDWARDS DEW28
- P2 PAINT 2 ... CRYSTAL HAZE, FLAT FIN., DUNN EDWARDS DEW2M
- P3 PAINT 3 ... POROUS STONE, FLAT FIN., DUNN EDWARDS DEW220

MATERIAL FINISH LEGEND:

- MF1 STOREFRONT SYSTEM ... ANODIZE ALUMINUM FRAMING, LIGHT CHAMPAGNE (AB-1) BY ARCADIA 1" INSULATED GLAZING, SOLARBAN 60 (2) LOW-E GLASS WITH SOLEXIA
- MF2 METAL SIDING ... COOL METALLIC CHAMPAGNE BY AEP-SPAN
- MF3 METAL ROOFING ... COOL METALLIC CHAMPAGNE BY AEP-SPAN
- MF4 DECORATIVE METAL ... MEDIUM BRONZE
- MF5 CAST STONE ... P.Y. ENTRY (COLOR) BY ARCHITECTURAL CAST STONE

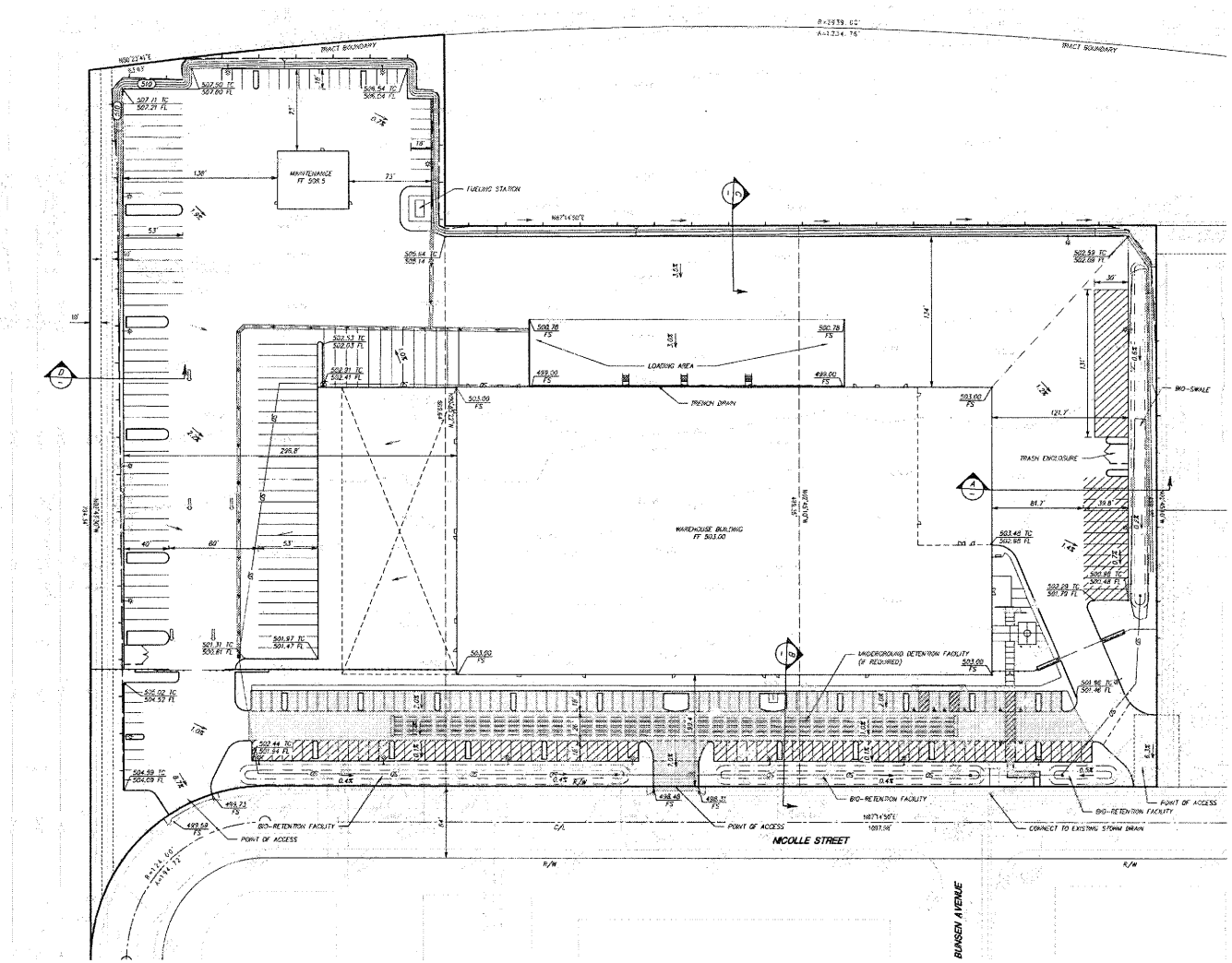
BEVERAGE DISTRIBUTION FACILITY

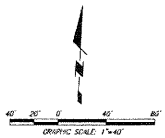
BUILDING ELEVATIONS

XXXXX NICOLLE STREET (BETWEEN SEABORG AVENUE AND GOLF COURSE DRIVE) VENTURA, CALIFORNIA

Owner: **Allied Beverages, Inc.** Architect: **C2G** Architects Project: 1205.01 10.24.12

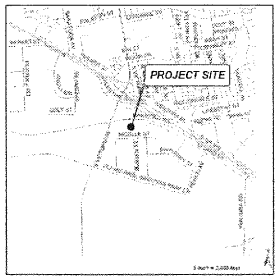
0 1/8" 1/4"
1/16"=1'-0"



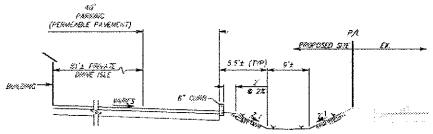


LEGEND

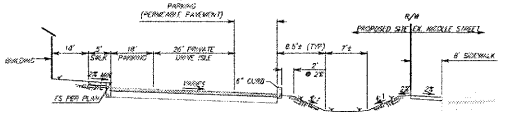
- PERMEABLE PAVEMENT
- AC PAVEMENT
- CONCRETE PAVEMENT



VICINITY MAP



A CROSS SECTION
NOT TO SCALE



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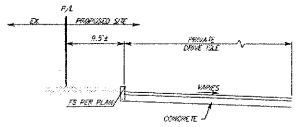
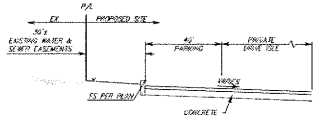


C CROSS SECTION
NOT TO SCALE



D CROSS SECTION
NOT TO SCALE

BEVERAGE DISTRIBUTION FACILITY

XXXXX NICOLLE STREET (BETWEEN SEABORG AVENUE AND GOLF COURSE DRIVE) VENTURA, CALIFORNIA

Owner: **Allied Beverages, Inc.** Architect: **C2G** Architects

SITE PLAN

Project: 1205.01 10.17.12

0 20 40 N

1" = 40'

Attachment C
CalEEMod Emission Report

Allied Beverages

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Refrigerated Warehouse-No Rail	9	1000sqft
Unrefrigerated Warehouse-No Rail	86	1000sqft
Office Park	18	1000sqft
City Park	2	Acre
Other Asphalt Surfaces	334	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Southern California Edison
Climate Zone	8		2.6		
		Precipitation Freq (Days)			
			31		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase - The existing site is vacant and therefore nothing to demolish

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	13.35	110.93	59.06	0.10	18.30	5.44	22.92	9.94	5.44	14.55	0.00	11,049.21	0.00	1.19	0.00	11,074.24
2012	518.32	50.96	43.96	0.08	3.10	3.13	6.08	0.14	3.13	3.14	0.00	7,679.64	0.00	0.67	0.00	7,693.68
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	13.35	110.93	59.06	0.10	18.08	5.44	22.69	9.94	5.44	14.55	0.00	11,049.21	0.00	1.19	0.00	11,074.24
2012	518.32	50.96	43.96	0.08	0.14	3.13	3.14	0.14	3.13	3.14	0.00	7,679.64	0.00	0.67	0.00	7,693.68
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Area	12.40	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.02	0.16	0.13	0.00		0.00	0.01		0.00	0.01		186.48		0.00	0.00	187.62
Mobile	2.92	4.89	23.57	0.03	4.10	0.17	4.27	0.14	0.17	0.31		3,365.59		0.16		3,368.97
Total	**15.34**	**5.05**	**23.70**	**0.03**	**4.10**	**0.17**	**4.28**	**0.14**	**0.17**	**0.32**		**3,552.07**		**0.16**	**0.00**	**3,556.59**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.40	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.02	0.16	0.13	0.00		0.00	0.01		0.00	0.01		186.48		0.00	0.00	187.62
Mobile	2.92	4.89	23.57	0.03	4.10	0.17	4.27	0.14	0.17	0.31		3,365.59		0.16		3,368.97
Total	**15.34**	**5.05**	**23.70**	**0.03**	**4.10**	**0.17**	**4.28**	**0.14**	**0.17**	**0.32**		**3,552.07**		**0.16**	**0.00**	**3,556.59**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61		7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**18.07**	**4.61**	**22.68**	**9.93**	**4.61**	**14.54**		**7,997.70**		**0.99**		**8,018.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.14	1.22	0.00	0.23	0.01	0.24	0.01	0.01	0.01		173.30		0.01		173.54
Total	**0.15**	**0.14**	**1.22**	**0.00**	**0.23**	**0.01**	**0.24**	**0.01**	**0.01**	**0.01**		**173.30**		**0.01**		**173.54**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61	0.00	7,997.70		0.99		8,018.42
Total	**10.99**	**89.73**	**50.45**	**0.07**	**18.07**	**4.61**	**22.68**	**9.93**	**4.61**	**14.54**	**0.00**	**7,997.70**		**0.99**		**8,018.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.15	0.14	1.22	0.00	0.01	0.01	0.01	0.01	0.01	0.01		173.30		0.01		173.54
Total	**0.15**	**0.14**	**1.22**	**0.00**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**		**173.30**		**0.01**		**173.54**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Fugitive Dust					8.67	0.00	8.67	3.31	0.00	3.31						0.00
Off-Road	13.18	110.77	57.70	0.10		5.43	5.43		5.43	5.43		10,856.66		1.18		10,881.42
Total	**13.18**	**110.77**	**57.70**	**0.10**	**8.67**	**5.43**	**14.10**	**3.31**	**5.43**	**8.74**		**10,856.66**		**1.18**		**10,881.42**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.17	0.16	1.36	0.00	0.26	0.01	0.27	0.01	0.01	0.02		192.56		0.01		192.82
Total	**0.17**	**0.16**	**1.36**	**0.00**	**0.26**	**0.01**	**0.27**	**0.01**	**0.01**	**0.02**		**192.56**		**0.01**		**192.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.67	0.00	8.67	3.31	0.00	3.31						0.00
Off-Road	13.18	110.77	57.70	0.10		5.43	5.43		5.43	5.43	0.00	10,856.66		1.18		10,881.42
Total	**13.18**	**110.77**	**57.70**	**0.10**	**8.67**	**5.43**	**14.10**	**3.31**	**5.43**	**8.74**	**0.00**	**10,856.66**		**1.18**		**10,881.42**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.17	0.16	1.36	0.00	0.01	0.01	0.02	0.01	0.01	0.02		192.56		0.01		192.82
Total	**0.17**	**0.16**	**1.36**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**192.56**		**0.01**		**192.82**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80		4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**		**4,040.62**		**0.55**		**4,052.11**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.25	13.51	9.47	0.02	0.67	0.42	1.09	0.05	0.42	0.47		1,878.95		0.06		1,880.24
Worker	1.55	1.46	12.62	0.02	2.43	0.06	2.49	0.09	0.06	0.15		1,790.79		0.12		1,793.24
Total	**2.80**	**14.97**	**22.09**	**0.04**	**3.10**	**0.48**	**3.58**	**0.14**	**0.48**	**0.62**		**3,669.74**		**0.18**		**3,673.48**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.11	40.22	24.03	0.04		2.80	2.80		2.80	2.80	0.00	4,040.62		0.55		4,052.11
Total	**6.11**	**40.22**	**24.03**	**0.04**		**2.80**	**2.80**		**2.80**	**2.80**	**0.00**	**4,040.62**		**0.55**		**4,052.11**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.25	13.51	9.47	0.02	0.05	0.42	0.47	0.05	0.42	0.47		1,878.95		0.06		1,880.24
Worker	1.55	1.46	12.62	0.02	0.09	0.06	0.15	0.09	0.06	0.15		1,790.79		0.12		1,793.24
Total	**2.80**	**14.97**	**22.09**	**0.04**	**0.14**	**0.48**	**0.62**	**0.14**	**0.48**	**0.62**		**3,669.74**		**0.18**		**3,673.48**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.63	37.37	23.73	0.04		2.54	2.54		2.54	2.54		4,040.62		0.51		4,051.23

Total	5.63	37.37	23.73	0.04		2.54	2.54		2.54	2.54		4,040.62		0.51		4,051.23

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.15	12.27	8.77	0.02	0.67	0.38	1.05	0.05	0.38	0.43		1,887.58		0.06		1,888.76
Worker	1.43	1.32	11.46	0.02	2.43	0.06	2.49	0.09	0.06	0.15		1,751.44		0.11		1,753.69
Total	**2.58**	**13.59**	**20.23**	**0.04**	**3.10**	**0.44**	**3.54**	**0.14**	**0.44**	**0.58**		**3,639.02**		**0.17**		**3,642.45**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.63	37.37	23.73	0.04		2.54	2.54		2.54	2.54	0.00	4,040.62		0.51		4,051.23
Total	**5.63**	**37.37**	**23.73**	**0.04**		**2.54**	**2.54**		**2.54**	**2.54**	**0.00**	**4,040.62**		**0.51**		**4,051.23**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.15	12.27	8.77	0.02	0.05	0.38	0.43	0.05	0.38	0.43		1,887.58		0.06		1,888.76
Worker	1.43	1.32	11.46	0.02	0.09	0.06	0.15	0.09	0.06	0.15		1,751.44		0.11		1,753.69
Total	**2.58**	**13.59**	**20.23**	**0.04**	**0.14**	**0.44**	**0.58**	**0.14**	**0.44**	**0.58**		**3,639.02**		**0.17**		**3,642.45**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.86	35.62	21.08	0.03		3.13	3.13		3.13	3.13		2,917.64		0.53		2,928.70
Paving	1.00					0.00	0.00		0.00	0.00						0.00
Total	**6.86**	**35.62**	**21.08**	**0.03**		**3.13**	**3.13**		**3.13**	**3.13**		**2,917.64**		**0.53**		**2,928.70**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.11	0.92	0.00	0.20	0.00	0.20	0.01	0.00	0.01		141.25		0.01		141.43
Total	**0.12**	**0.11**	**0.92**	**0.00**	**0.20**	**0.00**	**0.20**	**0.01**	**0.00**	**0.01**		**141.25**		**0.01**		**141.43**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	5.86	35.62	21.08	0.03		3.13	3.13		3.13	3.13	0.00	2,917.64		0.53		2,928.70
Paving	1.00					0.00	0.00		0.00	0.00						0.00
Total	**6.86**	**35.62**	**21.08**	**0.03**		**3.13**	**3.13**		**3.13**	**3.13**	**0.00**	**2,917.64**		**0.53**		**2,928.70**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.11	0.92	0.00	0.01	0.00	0.01	0.01	0.00	0.01		141.25		0.01		141.43
Total	**0.12**	**0.11**	**0.92**	**0.00**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**		**141.25**		**0.01**		**141.43**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	517.51					0.00	0.00		0.00	0.00						0.00

Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29		281.19		0.05		282.18
Total	**518.03**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**		**281.19**		**0.05**		**282.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.29	0.26	2.28	0.00	0.48	0.01	0.49	0.02	0.01	0.03		348.40		0.02		348.85
Total	**0.29**	**0.26**	**2.28**	**0.00**	**0.48**	**0.01**	**0.49**	**0.02**	**0.01**	**0.03**		**348.40**		**0.02**		**348.85**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	517.51					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29	0.00	281.19		0.05		282.18
Total	**518.03**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**	**0.00**	**281.19**		**0.05**		**282.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.02	0.16	0.13	0.00		0.00	0.01		0.00	0.01		186.48		0.00	0.00	187.62
NaturalGas Unmitigated	0.02	0.16	0.13	0.00		0.00	0.01		0.00	0.01		186.48		0.00	0.00	187.62
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO
Land Use	kBTU	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.0
Office Park	588.329	0.01	0.06	0.05	0.00		0.00	0.00		0.00	0.00		69.22		0.00	0.00	69.
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.0
Refrigerated Warehouse-No Rail	23.6712	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		2.78		0.00	0.00	2.8
Unrefrigerated Warehouse-No Rail	973.096	0.01	0.10	0.08	0.00		0.00	0.01		0.00	0.01		114.48		0.00	0.00	115
Total		**0.02**	**0.16**	**0.13**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**186.48**		**0.00**	**0.00**	**187**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO
Land Use	kBTU	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.0

Office Park	0.588329	0.01	0.06	0.05	0.00		0.00	0.00		0.00	0.00		69.22		0.00	0.00	69.
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.
Refrigerated Warehouse-No Rail	0.0236712	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		2.78		0.00	0.00	2.
Unrefrigerated Warehouse-No Rail	0.973096	0.01	0.10	0.08	0.00		0.00	0.01		0.00	0.01		114.48		0.00	0.00	115
Total		**0.02**	**0.16**	**0.13**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**186.48**		**0.00**	**0.00**	**187**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.40	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	12.40	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e