



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

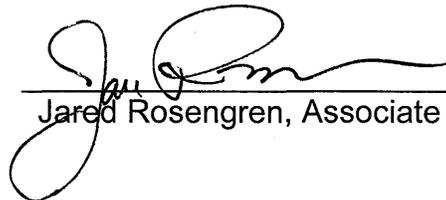
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I. The City of Ventura has reviewed an application for the following proposed project:

- A. Project Description for Case # EIR-6-10-3006:** This environmental document analyzes the development of a multi family residential project consisting of 105 apartments units and 7,300 square feet on a 6.01-acre site located at 2055 North Ventura Avenue and changing the zone of the project area from General Industrial (M-2) to Mixed Use (MXD), the subdivision of a 6.01-acre lot for the development of 105 condominium units and 7,300 square feet of commercial area within six (6) neighborhood blocks. Additionally the project includes publicly accessible 0.25-acre open space/park area located centrally within the project. The project consists of court yard buildings that range two (2) stories in height, commercial block buildings with two stories of residential above, fronting Ventura Avenue and a .25 acre open space/park area within the site. The project incorporates at grade parking courts. Filed by The Becker Group, 40 Ash Street, Ventura, CA 93001.
- 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 January 6 to January 26.** To view the draft document, please visit the city's website at <http://www.cityofventura.net/cd/planning/devreview>. Alternatively, the draft and referenced documents are available for review between 8:00 a.m. to 5:00 p.m., Monday through Friday (closed on **January 13**) 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 on February 7, 2012 at 6:00 pm in the City Council Chambers at City Hall located at 501 Poli Street, Ventura, CA 93001. Separate public noticing will be provided prior to the public hearing. 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, Associate Planner, 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 or emailed directly to [jrosengren@ci.ventura.ca.us](mailto:jrosengren@ci.ventura.ca.us).

1-6-12  
Date

  
\_\_\_\_\_  
Jared Rosengren, Associate Planner

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



**MITIGATED NEGATIVE DECLARATION N  
CITY OF SAN BUENAVENTURA, CALIFC**

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

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-6-10-3006 MND-:** This environmental evaluation covers a Zone Change from General Industrial (M-2) to Mixed Use (MXD) and Multiple Family Residential (R-3-5), a Tentative Tract and Planned Development for the subdivision of a 6.01-acre lot for the development of 105 condominium units and 7,300 square feet of commercial area within six (6) neighborhood blocks. Additionally the project includes publicly accessible 0.25-acre open space/park area located centrally within the project. The primary access points to the project are from two new public streets, including a western extension of De Anza Street from North Ventura Avenue. An existing 21,000 square foot industrial building on the lot is proposed to be demolished. The MND stipulated mitigation measures for Noise, Hazardous Materials and Cultural Resources.

**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
C-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	Less than Significant	Applicant and City of Ventura

	<p>location until the Community Development Director reviews and approves a mitigation measure having an equal effect in reducing the likely impact below the threshold of significance for the newly discovered resource.</p> <p>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.</p>		
<b>C-2</b>	<p>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 ARCHAEOLOGIST."</p>	Less than Significant	Applicant and City of Ventura
<b>N-1</b>	<p>The following measures shall be incorporated into the construction of the project in order to lower the interior noise level to below 45 dBA CNEL:</p> <p>a. All east facing windows and glass doors in Buildings 1 and 2 shall be glazed with STC 29</p>	Less than Significant	Applicant and City of Ventura

	<p>glazing.</p> <p>b. Roof ceiling construction shall be roofing on plywood. Batt insulation will installed on joist spaces. The ceilings will be one layer of 1/2 inch gypoboard nailed direct.</p> <p>c. All exterior walls shall be 2 x 4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors will be exterior plaster or stucco. The interiors will be 1/2 inch gypoboard.</p> <p>d. All entry doors shall be core or filled doors with vinyl bulb weather stripping on the sides and top.</p> <p>e. There shall be no mail slots in the entry doors.</p> <p>f. There shall be no ventilation openings in exterior walls or roof/ceilings without approved acoustical baffles.</p>		
<b>H-1</b>	<p>buildings to be demolished or refurbished shall be surveyed and sampled for asbestos-containing building materials by a licensed asbestos abatement contractor. If asbestos-containing building materials are determined to be present in the structure to be demolished, all asbestos-containing materials shall be removed under acceptable eng methods and work practices by the licensed asbestos abatement contractor prior to demolition. These practices include but are not limited to, containment of the area by plastic, negative air filtration, wet removal techniques and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agencies.</p>	Less than significant	Applicant and City of Ventura
<b>H-2</b>	<p>emolition or redevelopment of buildings, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state and federal regulations.</p>	Less than significant	Applicant and City of Ventura

Attachments:

- A. Initial Study/MND **EIR-6-10-3006**
  - a. Vicinity Map
  - b. Reduced Set of Plans
  - c. Air Pollution Emissions Calculations







**CITY OF SAN BUENAVENTURA  
INITIAL STUDY**

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**I. BACKGROUND:**

- A. Case No.:** EIR-6-10-3006
- 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:** The Becker Group  
40 S. Ash Street  
Ventura, CA 93001
- C. General Plan Designation:** Commerce (C)
- D. Zoning:** General Industrial (M-2)
- E. Project Description:** The proposed project is for a Zone Change from General Industrial (M-2) to Mixed Use (MXD) and Multiple Family Residential (R-3-5), a Tentative Tract and Planned Development for the subdivision of a 6.01-acre lot for the development of 105 condominium units and 7,300 square feet of commercial area within six (6) neighborhood blocks. Additionally the project includes publicly accessible 0.25-acre open space/park area located centrally within the project. The primary access points to the project are from two new public streets, including a western extension of De Anza Street from North Ventura Avenue. Project Plans are included as Attachment "B". An existing 21,000 square foot industrial building on the lot is proposed to be demolished.
- F. Surrounding land uses and setting:** The project site is located within the Ventura Avenue Corridor (Fig. 3-1 of the 2005 General Plan), which is an urban corridor that connects the Downtown District to the North Avenue District within the Westside Community. The Ventura Avenue Corridor is a mix of older, small-scale commercial, industrial and residential uses with potential to grow even more vibrant by building on existing strengths including its historic role as a major "working center" in the City.

The nearest public open space is Harry Lyon Park at De Anza Middle School, a 2-

acre park approximately 0.5 mile from the project site. Other open spaces include Westpark Community Center and San Buenaventura State Beach, 1 and 1.9 miles away, respectively.

Buildings along Ventura Avenue are primarily commercial buildings with some single and multi-family residential buildings. North of the project site buildings are mostly detached single-family residences on 6,000 square-foot lots. Setbacks vary with some commercial buildings located directly adjacent to the sidewalk and others setback with parking lots in front.

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

- a) Zone Change (Z-6-30-3250)
- b) Tentative Tract Map (TTM-6-10-3007)
- c) Planned Development Permit (PD-6-10-3004)
- d) Design Review Permit (DRC-6-10-3005)

**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	<b>Hazards/Hazardous Material</b>	Air Quality
Hydrology/ Water Quality	Public Services/ Recreation	Utilities/Service Systems
Biological Resources	Land Use and Planning	Transportation/Traffic
<b>Cultural Resources</b>	Mineral Resources	Mandatory findings of significance
Geology/Soils	<b>Noise</b>	

**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.
<b>X</b>	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.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
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:**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Have a substantial adverse effect on a scenic vista? (2005 General Plan [GP]-Well Planned & Designed Community; FEIR GP, 4.1-Aesthetics)				X
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (2005 GP-Well Planned & Designed Community, Our Natural Community; FEIR GP, 4.1-Aesthetics)				X
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (2005 GP-Well Planned & Designed Community; FEIR GP, 4.1- Aesthetics; Community Design Guidelines)			X	
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (2005 GP-Well Planned & Designed Community; FEIR GP, 4.1-Aesthetics)			X	

**Impact Discussion:**

1. The existing development within the project area consists of a one-story industrial building and open storage. The Ventura River is located west of the site beyond State Route 33 and cannot be seen from the project site. As noted in the City's

2005 General Plan the primary aesthetic value of the Westside Community is its pedestrian scale. The project site fronts Ventura Avenue, which is identified in the 2005 General Plan Final Environmental Impact Report (FEIR) as a view corridor. No other view corridors or designated scenic routes would have substantive views of the project site.

General Plan Policy 4D requires new development along designated view corridors to respect and preserve views of the community and its natural context. Within the project vicinity, Ventura Avenue provides limited view opportunities over the subject property. The proposed project would visually improve the public view by replacing an old industrial site that does not contain any visually distinctive features with a well-designed mixed-use development with pedestrian oriented frontages, integration of land uses, treatment of streetscapes as community living space, environmentally sensitive building design that engage and activate the public realm and is appropriately scaled for the community. As such, no impacts are associated with this issue.

2. The nearest state-designated scenic highway is State Route 33 north of Route 150, approximately 13 miles north of the planning area. State Route 33 is eligible for a listing as a state scenic highway, and Action 4.37 from the City's General Plan requests that State Route 33 be designated as a scenic highway by Caltrans.

The project area is developed with industrial uses. No rock outcroppings are present within urban portions of the planning area, and trees consist primarily of ornamental varieties.

3. The City of San Buenaventura is characterized by a variety of architectural and urban land use patterns that have developed over the last century. Historically, the majority of the building densities have been low and building heights have been less than 35 feet throughout the City. Development of the proposed project would involve the conversion of industrial land to multiple-family residential and commercial structures. The proposal's site is currently industrial and surrounded by other industrial, office, commercial and single-family residential development. Development of the site would transform it from industrial to urban use consistent with the design character prescribed by the City Design Guidelines and change its aesthetic character accordingly. Public views from existing industrial, office, commercial and residential communities would not be unnecessarily obstructed. Parking would be screened from public view by being placed at the rear of lots. Outside storage of goods for sale or stockpiling would not occur. The project would result in an urbanized property of comparable or better aesthetic quality than those in the area. Considering the above, the proposed project is not anticipated to have any significant impact or result in any visual character site or its surroundings.
4. Proposed new sources of light would consist of streetlights and localized fixtures to illuminate passageways and typical lighting for residential and commercial uses. All setbacks and height regulations would be complied with, providing adjoining developments access to sunlight. As such, the proposed development

would not generate light or glare or block access to sunlight. While the project 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.

**Mitigation/Residual Impact(s):** Based on the above discussion, the proposed project would result in a less than significant impact with regard to aesthetic resources. Therefore, no mitigation is required.

**B. Agricultural Resources:**

<b>Would the project:</b>	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? (2005 General Plan; FEIR, 4.2-Agriculture)				X
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (2005 General Plan; FEIR, 4.2- Agriculture)				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 Government Code section 51104(g))?				X
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? (2005 General Plan; FEIR, 4.2-Agriculture)				X

**Impact Discussion:**

1. The proposed project site has been improved with a 21,000 square foot industrial building and outdoor storage yard since 1963. The California State Department of Conservation Important Farmlands Map, 2002 designates the site as "Urban and Built-Up Land"; the property is not designated as prime farmland or farmland of statewide importance. The proposed project would convert the site to residential and commercial urban uses. The proposed project would not have a significant impact to prime, unique or farmlands of Statewide importance.

Because the General Plan designates the project site for urban development, no additional findings with respect to this project are necessary.

2. The project is not subject to a Williamson Act contract, nor to an agricultural zoning classification. Given this circumstance, the proposed project would not cause other changes to the environment and the impact is not considered significant.
3. The site is not forest or timberland and as mentioned above, contains a 21,000 industrial building and has an urban land use designation in the General Plan. Therefore, no additional findings with respect to this project are necessary.
4. See item 3 above.
5. The project site is not in agricultural production and the project would not result in a conversion of farmland to non-agricultural use. Therefore, no impacts related to the conversion of farmland would result from the proposed project.

**Mitigation/Residual Impact(s):** Based on the evaluation provided above, the proposed project would not result in impacts agricultural resources. Therefore, no mitigation is required.

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**C. Air Quality:**

<b>Would the project:</b>	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

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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 on 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.
- 5) Building demolition activities may cause possible exposure to asbestos. The developer shall notify the Ventura County Air Pollution Control District prior to issuance of demolition permits for any onsite structures. Demolition and/or renovation activities shall be conducted in compliance with District Rule 62.7 Asbestos – Demolition and Renovation - which establishes the notification and emission control requirements for demotion activities.

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 ROG 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 ROG by about 15.82 lbs and not exceed the 25 lbs/day NOx threshold by about 15.5 lbs. These calculations have been adjusted to reflect the operational mitigation measures, which take into account the pre-existing and project design conditions for mixed-uses, neighborhood serving retail, pedestrian and 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 <sub>x</sub>
Area	3.65	0.11
Energy	0.06	0.50
Mobile	5.47	8.89
Total	9.18	9.50
<i>Threshold</i>	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 City's estimated 2011 population is approximately 107,124 persons, with an average of 2.5 persons per household. The conceptual plan for the proposed project estimates 105 dwelling units or a potential for 263 persons total as a result of the proposed project. The SCAG adopted growth forecast for the 2008 Regional Transportation Plan (RTP) projects population of 127,032. 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. Therefore, this project would not result in population growth above that forecasted in the Ventura County AQMP.

2. See item 1 above
3. See item 1 above.
4. The project would provide for a multi family residential and limited commercial development. This type of development typically does not generate substantial pollutant concentrations. The neighborhood use proposed would not be anticipated to generate any substantial pollutant concentrations.
5. The project would provide for a multi family residential and limited commercial development. This type of development typically does not generate airborne odors 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 residential and commercial 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 not result in significant air emission or air quality impacts. Therefore, no mitigation measures are required.

**D. Biological Resources:**

<b>Would the project:</b>	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 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?				X
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

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				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? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X

**Impact Discussion:**

1. The project site is 100% developed with structures and asphalt concrete. The only vegetation on the site is ornamental landscaping. 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 1 above.

3. See item 1 above.

4. See item 1 above.

5. See item 1 above.

6. See item 1 above.

**Mitigation/Residual Impact(s):** Based on the evaluation provided above, the proposed project would not result in significant impacts to biological resources. Therefore, no mitigation measures are required.

**E. Cultural Resources:**

<b>Would the project:</b>	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 existing 20,000 square foot concrete industrial building was built in 1963. It was not identified in the 1983 Cultural Heritage Survey or a 2011 Westside Historic Context and Survey Report as having any historical significance and is not proposed to be included within or contributing to the Ventura Avenue Industrial Conservation Area.
2. The site is adjacent to the Ventura River, a body of water that is considered important to the Chumash Indians for navigation and fishing, and a possibility exists Chumash artifacts may be encountered during grading operations. Therefore, as a precautionary measure, Mitigation Measures C-1 and C-2 are necessary.
3. See item 2 above
4. See item 2 above

**Mitigation/Residual Impact(s):** Based on the above discussion, the proposed project would have potentially significant impacts with regard to cultural resources. Therefore, the following Mitigation Measures are necessary to reduce the identified impact below the threshold of significance.

**C-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 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.

**C-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 ARCHAEOLOGIST."

Implementation of C-1 and C-2 would reduce any potential residual impact to a less than significant level.

**F. Geology and Soils:**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
<p>1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>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? Refer to Division of Mines and Geology Special Publication 42. (GP FEIR, 4.6- Geologic Hazards)</p>			X	
<p>b. Strong seismic ground shaking?</p>				X
<p>c. Seismic-related ground failure, including liquefaction or landslides?</p>			X	
<p>d. Landslides?</p>				X
<p>2. Result in substantial soil erosion or loss of topsoil?</p>				X
<p>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?</p>				X
<p>4. Be located on expansive soil, as defined in 18--B of the Uniform Building Code (1994), creating substantial risks to life or property?</p>				X
<p>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?</p>				X

## Impact Discussion:

This section of the analysis was prepared based on the findings contained in a Geotechnical Engineering Investigation Report prepared for the project by Gorian and Associates, Inc (June 14, 2006).

1. The closest active fault is the Ventura Fault located approximately 7,000 feet (1-1/3 miles) south of the site. The potential for ground rupture on site due to faulting during the time period of concern is considered remote.
  - a. The project site is not located with the Alquist Priolo Earthquake Fault Zone.
  - 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. The project site is not located within a liquefaction zone nor is historical high groundwater for the area within the upper 50 feet of the ground surface.
  - d. The proposed project site is not located with an area subject to landslides.
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. Specific projects proposed for development within the Westside Community Planning Area would be required to comply with the City's requirements to comply with the National Pollution Discharge Elimination System (NPDES) program 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 project area is not in an area with significant know risk of expansive soils.
5. All proposed uses 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:**

<b>Would the project:</b>	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. One potential green list project is the “development of high-density infill projects with easily accessible mass transit.”

The project represents the implementation of the General Plan’s smart growth and new urbanist goals of infill development in a mixed-use setting, which could be

categorized as a “green list” project. The project would implement smart growth and urbanism concepts to create a mixed-use development zone and urban infill development, which could be categorized as a green list project according to CAPCOA.

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.

Along Ventura Avenue, the project is proposed to be designed as a place where pedestrian mobility is the preferred and necessary mode, activating the public realm and invigorating the corridor. Within the residential neighborhoods, the project provides improvements and linkage connections in the street grid.

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 Resource Board is projected to have regulations in place by January 2011. The California Air Pollution Control Officers Association (CAPCOA) has provided a resources document for local governments to asses 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:**

<b>Would the project:</b>	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? (2005 GP – Our Safe Community)				X

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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? (2005 GP – Our Safe Community)			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? (2005 GP – Our Safe Community)		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? ( <a href="http://www.envirostor.dtsc.ca.gov/public">http://www.envirostor.dtsc.ca.gov/public</a> )				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? (2005 GP – Our Safe Community)				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? (2005 GP – Our Safe Community)				X
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2005 GP – Our Safe Community)				X

<b>Would the project:</b>	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? (2005 GP – Our Safe Community)				X

**Impact Discussion:**

1. The proposed zoning change and development to commercial and residential uses would not have the potential to intensify uses beyond the industrial uses currently on the site and 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. The Ventura Unified School District administration office is located west of the project site and includes an on-site daycare facility and De Anza Middle School is located approximately 0.25 miles to the east of the project site. The existing industrial building currently located on the project site and proposed to be demolished was constructed between 1930 and 1981 and therefore has the potential of asbestos-containing building material (ACBM). Impacts are considered to be potentially significant without implementation of mitigation.

The existing structure was built prior to the ban on lead containing paints in 1979. Exposure to lead from older vintage paint is possible when the paint is in poor condition or during its removal. The possibility of impacts to the public or environment from lead materials is considered to be potentially significant, without incorporation of mitigation.

There is no component of the proposed construction that involves the introduction of hazardous materials or other potential health or safety hazards resulting thereof.

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 discussion, the proposed project would have potentially significant impacts with regard to Hazardous Materials. Therefore, the following Mitigation Measures are necessary to reduce the identified impact below the threshold of significance.

**H-1** All buildings to be demolished or refurbished shall be surveyed and sampled for asbestos-containing building materials by a licensed asbestos abatement contractor. If asbestos-containing building materials are determined to be present in the structure to be demolished, all asbestos-containing materials shall be removed under acceptable eng methods and work practices by the licensed asbestos abatement contractor prior to demolition. These practices include but are not limited to, containment of the area by plastic, negative air filtration, wet removal techniques and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agencies.

**H-2** Prior to the demolition or redevelopment of buildings, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state and federal regulations.

**Residual Impacts**

With the incorporation of the above mitigation measures the impacts would be reduced to less than significant.

**I. Hydrology and Water Quality:**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Violate any water quality standards or waste discharge requirements?			X	

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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. 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	
5. Otherwise substantially degrade water quality?				X
6. 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?				X
7. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
8. 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				X

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
dam?				
9. Inundation by seiche, tsunami, or mudflow?				X

**Impact Discussion:**

1. The proposed project would generally not result in a change in absorption rates, drainage patterns and/or the rate and amount of surface runoff since the site currently consists of impermeable surfaces. Generally, before development, light rainfall can be absorbed into the landscape and heavier rainfall, which is not absorbed, runs along the surface of the ground into open channels such as creeks, rivers or barrancas. Urbanization such as that associated with the proposed project, however, tends to “waterproof” the land with roofs, streets, sidewalks, and parking lots. Because water cannot be absorbed, it runs off more rapidly and in increasingly heavier concentrations downstream. Probable pollutants that might be expected to wash off of street and parking areas of the proposed project include typical pollutants such as petroleum hydrocarbons and heavy metals.

While the City does not have significance thresholds regarding surface water quality or absorption rates, it does implement the Ventura County National Pollution Discharge Elimination System (NPDES) permit for municipal storm water runoff. The project applicant must also obtain Stormwater Pollution Control Plan (SWPCP) approval. The project must obtain NPDES and SWPCP permit approval in order to proceed. Since off-street parking for the project would be provided in car ports, the primary pollutant source for this land type would not contribute pollutants. Conditions of the NPDES permit will, however, limit the volume of contaminants allowed to enter the storm drain system and as supported by the discussion under the public services issue area, the project would have less than significant impacts under the water quality issue area. The project’s potential impacts on stormwater system capacity, as determined in the public services issue area discussion above and under a post-construction scenario, are considered less than significant.

2. The sources of water for the Westside Community include surface water from Lake Casitas and the Ventura River. The proposed project would not overdraft the groundwater basin as the proposed project would not utilize ground water. The project is constructing the necessary infrastructure to sustain and maintain current services.
3. The site is currently developed with a 23,000 square foot industrial building. The area contains numerous storm drain facilities and catch basins which discharge

into the Ventura River. The project includes infrastructure that would include a variety of stormwater drainage actions that would be 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. Discharges into surface waters will be altered as a result of the project. Runoff pollutants such as 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 physical improvements and requirements of the City of San Buenaventura and County of Ventura National Pollution Discharge Elimination System (NPDES) permit for municipal storm water runoff, the conditions of which limit the volume of contaminants allowed to enter the storm drain system, impacts are considered to be less than significant.
5. The project would be required install city approved trash excluders in stormwater inlets to reduce trash outflow to the Ventura River. Additionally, the project will be required to design storm drains to conform with standards approved by the city engineer.
6. According to the most current FEMA map the project site is not located within 500-year flood plain, a 100-year flood plain, or a floodway. The Flood Insurance Rate Maps (FIRM) compiled for the Federal Insurance Administration to implement the National Flood Insurance Act. Therefore, the proposed project will not place any structures within a flood hazard area and no potentially significant impacts are anticipated.
7. See the discussion under items six above.
8. See the discussion under items six above.
9. The Ventura River and associated floodplain form a distinctive landmark along the western boundary of the Westside Community. The project site is protected from flooding impacts from the Ventura River by an existing levee and it's distance from the levee. In the event of a dam failure or 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 project site is not in a tsunami hazard area.

**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:**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Physically divide an established community?				X
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 Ventura Avenue Corridor in the Westside Community as identified in the City of Ventura 2005 General Plan.
2. The proposed project consists of a land use type that is not permitted by right within the (M-2) zoning designation. In order to be compliant with our Zoning Regulations, the development will require a change of zone to Mixed Use Development (MXD). This designation is consistent with surrounding uses and with the intent of the General Plan for Commerce which allows residential and mixed uses.
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. Mineral Resources:**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts

<b>Would the project:</b>	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.

**L. Noise:**

<b>Would the project result in:</b>	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's General Plan Noise Element establishes a significance threshold for interior residential noise at 45 Community Noise Equivalent Level (CNEL) decibels (dBA) and an exterior threshold (for outdoor rear yard areas of single-family residences used for recreation) of 65 dBA CNEL.

The 2005 General Plan Final Environmental Impact Report (FEIR) identifies Ventura Avenue is within a 65-70dBA CNEL contour. Policy 7E of the General Plan requires an acoustical analysis for new 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. According to an Acoustical Analysis performed in May 2006, the noise levels at the site are dominated by traffic on the Ojai Freeway, (Route 33) to the west and by traffic on Ventura Avenue to the east. The eastern property line is within an area experiencing dBA CNEL higher than 65 dBA CNEL.

Noise levels typically associated with multi-family residential construction, such as electric saws, backhoes, dump trucks, etc., can exceed 65 dBA CNEL. However, these noises are considered short-term and 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.

2. Once constructed, the proposed project would not generate excessive ground borne

vibration or noise. The primary vibration source generally associated with the development of buildings results from the use of equipment utilized during construction of foundations, a short term noise impact.

The proposed project is not known to generate a permanent increase in noise levels. With the mitigation measures recommended any impacts regarding ambient noise would be reduced to less than significant.

The subject property is currently developed with an industrial building and storage yards. As such, construction of the proposed development for residential and retail uses on the subject property would create temporary noise associated with construction activity. However the 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 known to generate temporary or periodic increase in noise levels.

3. The project site is not located within an airport land use plan area.
4. 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 potentially significant impact with regard to Noise exposure related to traffic unless mitigated. Therefore, the following mitigation measure is required.

**N-1 Traffic Related Noise**

The following measures shall be incorporated into the construction of the project in order to lower the interior noise level to below 45 dBA CNEL:

- i. All east facing windows and glass doors in Buildings 1 and 2 shall be glazed with STC 29 glazing.
- ii. Roof ceiling construction shall be roofing on plywood. Batt insulation will be installed on joist spaces. The ceilings will be one layer of 1/2 inch gypoboard nailed direct.
- iii. All exterior walls shall be 2 x 4 studs 16" o.c. with batt insulation in the stud spaces. Exteriors will be exterior plaster or stucco. The interiors will be 1/2 inch gypoboard.
- iv. All entry doors shall be core or filled doors with vinyl bulb weather stripping on the sides and top.
- v. There shall be no mail slots in the entry doors.
- vi. There shall be no ventilation openings in exterior walls or roof/ceilings without approved acoustical baffles.

**Residual Impacts**

With the incorporation of the above mitigation measure the residual impacts would be reduced to less than significant.

**M. Population and Housing:**

<b>Would the project:</b>	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 City’s factor of 2.5 persons per dwelling unit the project (105 total dwelling units) would result in an increase of 263 persons. This population increase is consistent with the City’s planned location, distribution, density and growth rate and would result in a less than significant impact.
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.

**N. Public Services & Recreation:**

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Result in substantial adverse physical			X	

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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?				
b. Police protection?			X	
c. Schools?			X	
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.

The City of Ventura Fire Department has long sought to reach the national standard staffing goal of 1 firefighter per 1000 residents. Currently, at 63 sworn staff and a population of 109,946 that ratio is 1 firefighter per 1714 residents or .57 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 1382 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 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. In addition, the construction site would be subject to City requirements relative to water availability and accessibility to fire fighting equipment. Adherence to these requirements during construction would reduce the potential for fire hazards during construction to a less than significant level. City Public Works staff indicates that adequate fire flow is available to serve the project site.

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.).

As discussed, 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 to 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 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 City of Ventura Police Department (VPD) provides law enforcement services in the incorporated City. VPD headquarters is located at 1425 Dowell Drive.

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. 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, an Information and Technology Bureau, and a Professional Standards Bureau.

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 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.

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 would provide the requisite funding for new facilities and equipment needed to serve new development through 2025. Additionally, General Plan Policy (2) expand 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 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 Westside 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.

According to the 2005 General Plan EIR concluded that growth impacts from the new school facilities stated by the General and Specific plans identified less than significant citywide. Based on student generation rates contained in the 2005 General Plan, development of 105 residential units would generate 23 elementary age students (0.22 elementary school students per unit), 9 middle school students (0.09 middle school students per unit), and 12 high school students (0.11 high school students per unit).

Current enrollment at VUSD elementary schools is 7,741 students. The total maximum capacity of the 17 elementary schools is 8,277 students. Thus, currently Ventura's elementary schools are operating at approximately 93% capacity. Elementary schools in the school district range in size from fewer than 345 to more approximately 529 students, and populations of elementary-aged students in neighborhoods vary. One elementary school — EP Foster — are operating above planned enrollment capacity. The VUSD has purchased property for a proposed West End Elementary school site at 4584 North Ventura. The District operates four middle schools in the City. Current enrollment for the four middle schools was 4,201 students, or 86% of the total capacity of 4,858 students.

The project would include the development of 105 dwelling units. The addition of these units would be expected to result in the generation of additional students, which would place a demand on existing local schools. The addition of new students resulting from this project does not represent unplanned residential growth. However, projected enrollment growth under the 2025 General Plan would exceed the capacity of existing schools within the Ventura Unified School District, thereby creating the need to construct additional facilities. However, payment of State-mandated school impact fees is presumed to provide funding for needed new school facilities. Government Code Section 6599(h) provides, in part, that payment of those fees, "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property, or any change in governmental organization or reorganization." Given the above, the project would have a less than significant impact on the issue area of schools and no mitigation is necessary.

1d. The project will provide a 0.25-acre park space that will be accessible to the public. No buildings or facilities are proposed within the park area. Therefore, there is no impact related to this issue area. De Anza Middle School, located approximately 1/2 mile to the east, maintains active outdoor area available to the public as does Westpark, a City park facility located approximately one mile to the south. The project includes common outdoor areas for passive recreation. The project includes the payment of a Service Area Park Fee, Parks and Recreation Facilities Fee and Quimby Fee. Therefore, the proximity of a public park, the park dedication requirements at the project site and payment of fees results in the project having a less than significant impact under the issue of park/recreation need generation.

1e. The project would utilize no "other public facilities". Therefore, no impact would result.

2. See discussion under item 1d.

3. The City's parkland planning standard of 10 acres of parkland per 1,000 residents and 2 acres of neighborhood parkland per 1,000 residents. All new development is required to dedicate parkland and pay park fees to purchase lands that could be converted into parklands within the City. In addition the proposed project was required during the Housing Approval Program to provide at least 0.25 acres of open space/park area. This open space is located in a central location within the site and will be accessible to the public.

**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:**

<b>Would the project:</b>	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 limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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? (2005 GP- Our Healthy and Safe Community)			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) 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 project would result in construction of 105 residential units and 7,000 square feet of commercial floor area. The City does not require a formal traffic analysis beyond the creation of a trip generation estimate for the project.

The project site is located near one critical intersection (i.e., Stanley Avenue and

Ventura Avenue) operating at an LOS of A. The proposed project, when evaluated under proposed project + baseline LOS conditions, would not cause the critical intersection or any other intersection to exceed acceptable levels of service. Therefore, the proposed project would have a less than significant project-specific impact with regard to vehicle trips.

2. See discussion under item #1 above.
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. The project will add a western extension to De Anza Street, a new west/east extension road from Ventura Avenue and an alley directly behind buildings 1 and 2 and connecting to the new extension of De Anza Street. These new connections are in out in a grid-like fashion and does not include any dangerous curves or intersections. Therefore, the proposed project would have a less than significant project-specific impact with regard to design features.
5. 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 access.
6. The proposed project is located within the Gold Coast Transit service area. Gold Coast Bus Routes 6 and 16 utilize Ventura Avenue. The proposed project would not impact any bus transit operations or bus stops. Additionally, the project is required to provide bicycle parking. The project utilizes a traditional neighborhood design which emphasizes the pedestrian realm and walkability.

**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:**

<b>Would the project:</b>	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	

<b>Would the project:</b>	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. The additional demand of the projects on area utilities and service systems have been anticipated in the 2005 General Plan and the 2005 General Plan FEIR. City Public Works Department staff confirms that existing water infrastructure is adequate to accommodate the proposed development. Four districts, each with its own treatment facility, provide sewage service within the general Ventura area. The four districts are the Montalvo Municipal Improvement District, Saticoy Sanitary Wastewater District, Ojai Valley Sanitary District, and City of San Buenaventura. The

wastewater systems within each district primarily utilize a gravity flow wastewater line that corresponds to natural drainage patterns. 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.

2. See item 1 above.
3. Project construction and grading activities would involve on-site operation of heavy equipment and cutting of excavations of approximately 15 feet in depth. 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 will be addressed through the project's required NPDES 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 NPDES 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.

All NPDES permits must be reviewed and approved by the City, and/or the County if the project would result in any direct connection to Ventura County Watershed Protection District facilities. All NPDES imposed measures will be included as conditions on the project by the City. Because the project is subject to physical improvements and requirements of the City of San Buenaventura and County of Ventura NPDES permit for municipal storm water runoff, the conditions of which limit the volume of contaminants allowed to enter the storm drain system, impacts under the issue of stormwater quality would be less than significant.

The proposed project would not, because of its size, contribute a substantial volume of stormwater runoff that contains the potential to overburden existing off-site facilities.

4. The City of San Buenaventura supplies water to the proposed project site. The primary water sources for the project site include three groundwater basins. Water diverted from the Ventura River is also used to service development on the eastern side of the city. Significant impacts would result under this issue area if sufficient domestic and/or fire protection water supply was not present to serve the project's current and long-term needs. The 2005 General Plan FEIR estimates the total water

available for city use to be 28,262 acre-feet per year (AFY). The total water consumption reported in 2003 was 20,365 AFY. Therefore, adequate citywide capacity exists to satisfy the project sites peak domestic and irrigation demands, as well as fire protection flow rates at acceptable residual pressures. Therefore, given the above discussion regarding water service, the proposed project would have a less than significant impact with regard to the water service issue area.

5. See item 4 above.
6. 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.

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. At the time of new development for the site the project will be required to implement site specific source reduction, recycling, and re-use programs to comply with AB 939.

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

**P. Mandatory Findings of Significance:**

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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	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 proposed conditions of approval, 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 of restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory, The project is located in an urban setting and is already developed with structures and parking lots with little to no vegetation. Therefore, the land use change would not affect rare or endangered plant or animal communities or any significant historical or cultural resources.

2. Based on the information obtained in preparation of this Initial Study, as well as Ordinance Code requirements and permit conditions applicable to the project, no 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 effects on humans.

**VI. CIRCULATE TO THE FOLLOWING AGENCIES/PERSONS:**

**VENTURA COUNTY**

Agricultural Commissioner	<input type="checkbox"/>	Ventura County Clerk/Recorder* 1 original, unstapled (hand deliver to County)	<input checked="" type="checkbox"/>
Local Agency Formation Commission (LAFCO)	<input type="checkbox"/>		
County of Ventura Resource Management Agency, Attn: Planning* Director (1 hard copy, 6 cd's)	<input checked="" type="checkbox"/>	Ventura County Transportation Commission* (VCTC)	<input checked="" type="checkbox"/>

**ADJACENT COUNTIES**

Kern County Planning & Development Services	<input type="checkbox"/>	County of Santa Barbara Planning Division	<input type="checkbox"/>
County of Los Angeles Dept. of Regional Planning Impact Analysis Section	<input type="checkbox"/>		

**ADJACENT CITIES**

City of Oxnard	<input type="checkbox"/>	City of Ojai	<input checked="" type="checkbox"/>
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**OTHER PUBLIC AGENCIES**

Air Pollution Control District*	<input checked="" type="checkbox"/>	Ventura County Organization of Government (VCOG)	<input checked="" type="checkbox"/>
Ventura County Solid Waste Management Department	<input checked="" type="checkbox"/>	Ventura Regional Sanitation District*	<input checked="" type="checkbox"/>
Casitas Mutual Water District	<input type="checkbox"/>	Gold Coast Area Transit	<input checked="" type="checkbox"/>

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 [x] 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 [] State Department of Parks and Recreation []

California Integrated Waste Management Board, Permits Section [] 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 []

**CITIZEN GROUPS**

**CITIZEN GROUPS**

Audubon Society [] Sierra Club [x]

Building Industry Association Greater Los Angeles/Ventura Region of Southern California, Inc. [x] California Trout []

Environmental Coalition [x] Surfrider Foundation []

Environmental Defense Center [] Friends of the Ventura River [x]

Friends of the Santa Clara River [] League of Women Voters []

Ventureano Canaliano Chumash [] Santa Ynez Band of Mission Indians [x]

Owl Clan Consultants []

Candelaria American Indian Council	<input type="checkbox"/>	Montalvo Property Owners Association	<input type="checkbox"/>
Ventura County Archaeological Society	<input checked="" type="checkbox"/>	Foothill Road Homeowners Association	<input type="checkbox"/>
Westside Community Council	<input checked="" type="checkbox"/>	East Ventura Community Council	<input type="checkbox"/>
Downtown Community Council	<input checked="" type="checkbox"/>	Midtown Community Council	<input type="checkbox"/>
Pierpont Community Council	<input type="checkbox"/>		

\*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

- I. Parking Study for the 2055 North Ventura Avenue Project, City of Ventura, California, June 23, 2011
- J. Acoustical Analysis, Ventura & Franklin, May 2006
- K. Ventura Westside Community Planning Project Draft Environmental Impact Report, Volume 1, December 2011

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

<u>Person</u>	<u>City Agency</u>	<u>Comments</u>
Chandra Chandrashaker	Land Development	Transportation
Gene Hibberd	Public Works	Stormwater
Yolanda Bundy	Building and Safety	Building
Glen Albright	Fire Department	Fire Safety
Shaida Barharloo	Public Works	Sewer
Richard Jones	Public Works	Water
Susan Rungren	Public Works	Parks

**IX. ATTACHMENTS:**

- A. Project Site Information
- B. Project Plans
- C. CalEEMod.2011.1.1 Report

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Vicinity Plan for  
EIR-6-10-3006  
PROJ-1200  
2055 Ventura Avenue  
Logue Family and Becker Group

**Becker**  
**Ventura County, Summer**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric
Parking Lot	3	Acre
City Park	1.5	Acre
Apartments Low Rise	105	Dwelling Unit
Strip Mall	7	1000sqft

**1.2 Other Project Characteristics**

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

**1.3 User Entered Comments**

Project Characteristics -

Land Use - The project site consists of a commercial component is 7,000 square feet above residential. The residential building coverage is 2 acres, and the parking takes up 3 acres while park space would be about 1.5 acres.

Construction Phase -

Demolition -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

## 2.0 Emissions Summary

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### 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	13.33	110.91	59.06	0.10	18.30	5.44	22.92	9.94	5.44	14.55	0.00	11,062.96	0.00	1.19	0.00	11,088.00
2012	172.85	39.78	29.84	0.05	1.13	3.13	3.76	0.05	3.13	3.14	0.00	5,139.74	0.00	0.56	0.00	5,151.50
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 2.1 Overall Construction (Maximum Daily Emission)

### 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	13.33	110.91	59.06	0.10	8.36	5.44	12.98	4.48	5.44	9.09	0.00	11,062.96	0.00	1.19	0.00	11,088.00
2012	172.85	39.78	29.84	0.05	1.13	3.13	3.76	0.05	3.13	3.14	0.00	5,139.74	0.00	0.56	0.00	5,151.50
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 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	3.65	0.11	9.11	0.00		0.00	0.05		0.00	0.05	0.00	15.79		0.02	0.00	16.16
Energy	0.06	0.50	0.22	0.00		0.00	0.04		0.00	0.04		641.79		0.01	0.01	645.69
Mobile	6.05	10.16	52.37	0.07	8.47	0.35	8.82	0.29	0.35	0.64		7,206.15		0.40		7,214.51
<b>Total</b>	<b>9.76</b>	<b>10.77</b>	<b>61.70</b>	<b>0.07</b>	<b>8.47</b>	<b>0.35</b>	<b>8.91</b>	<b>0.29</b>	<b>0.35</b>	<b>0.73</b>	<b>0.00</b>	<b>7,863.73</b>		<b>0.43</b>	<b>0.01</b>	<b>7,876.36</b>

### 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	3.65	0.11	9.11	0.00		0.00	0.05		0.00	0.05	0.00	15.79		0.02	0.00	16.16
Energy	0.06	0.50	0.22	0.00		0.00	0.04		0.00	0.04		641.79		0.01	0.01	645.69
Mobile	5.47	8.89	46.10	0.06	7.20	0.30	7.50	0.24	0.30	0.55		6,156.76		0.34		6,164.01
<b>Total</b>	<b>9.18</b>	<b>9.50</b>	<b>55.43</b>	<b>0.06</b>	<b>7.20</b>	<b>0.30</b>	<b>7.59</b>	<b>0.24</b>	<b>0.30</b>	<b>0.64</b>	<b>0.00</b>	<b>6,814.34</b>		<b>0.37</b>	<b>0.01</b>	<b>6,825.86</b>

## 3.0 Construction Detail

### 3.1 Mitigation Measures Construction

Water Exposed Area

### 3.2 Demolition - 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					1.00	0.00	1.00	0.00	0.00	0.00						0.00
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10		7,510.82		0.88		7,529.33
<b>Total</b>	<b>9.84</b>	<b>79.87</b>	<b>45.95</b>	<b>0.07</b>	<b>1.00</b>	<b>4.10</b>	<b>5.10</b>	<b>0.00</b>	<b>4.10</b>	<b>4.10</b>		<b>7,510.82</b>		<b>0.88</b>		<b>7,529.33</b>

#### 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	0.24	2.64	1.48	0.00	2.13	0.11	2.24	0.01	0.11	0.12		359.17		0.01		359.42
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	0.11	0.10	1.02	0.00	0.20	0.00	0.20	0.01	0.00	0.01		154.73		0.01		154.93
<b>Total</b>	<b>0.35</b>	<b>2.74</b>	<b>2.50</b>	<b>0.00</b>	<b>2.33</b>	<b>0.11</b>	<b>2.44</b>	<b>0.02</b>	<b>0.11</b>	<b>0.13</b>		<b>513.90</b>		<b>0.02</b>		<b>514.35</b>

### 3.2 Demolition - 2011

#### 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					0.45	0.00	0.45	0.00	0.00	0.00						0.00
Off-Road	9.84	79.87	45.95	0.07		4.10	4.10		4.10	4.10	0.00	7,510.82		0.88		7,529.33
<b>Total</b>	<b>9.84</b>	<b>79.87</b>	<b>45.95</b>	<b>0.07</b>	<b>0.45</b>	<b>4.10</b>	<b>4.55</b>	<b>0.00</b>	<b>4.10</b>	<b>4.10</b>	<b>0.00</b>	<b>7,510.82</b>		<b>0.88</b>		<b>7,529.33</b>

#### 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	0.24	2.64	1.48	0.00	2.13	0.11	2.24	0.01	0.11	0.12		359.17		0.01		359.42
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	0.11	0.10	1.02	0.00	0.20	0.00	0.20	0.01	0.00	0.01		154.73		0.01		154.93
<b>Total</b>	<b>0.35</b>	<b>2.74</b>	<b>2.50</b>	<b>0.00</b>	<b>2.33</b>	<b>0.11</b>	<b>2.44</b>	<b>0.02</b>	<b>0.11</b>	<b>0.13</b>		<b>513.90</b>		<b>0.02</b>		<b>514.35</b>

### 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
<b>Total</b>	<b>10.99</b>	<b>89.73</b>	<b>50.45</b>	<b>0.07</b>	<b>18.07</b>	<b>4.61</b>	<b>22.68</b>	<b>9.93</b>	<b>4.61</b>	<b>14.54</b>		<b>7,997.70</b>		<b>0.99</b>			<b>8,018.42</b>

#### 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	0.13	0.12	1.23	0.00	0.23	0.01	0.24	0.01	0.01	0.01		185.68		0.01			185.92
<b>Total</b>	<b>0.13</b>	<b>0.12</b>	<b>1.23</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>		<b>185.68</b>		<b>0.01</b>			<b>185.92</b>

### 3.3 Site Preparation - 2011

#### 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					8.13	0.00	8.13	4.47	0.00	4.47						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
<b>Total</b>	<b>10.99</b>	<b>89.73</b>	<b>50.45</b>	<b>0.07</b>	<b>8.13</b>	<b>4.61</b>	<b>12.74</b>	<b>4.47</b>	<b>4.61</b>	<b>9.08</b>	<b>0.00</b>	<b>7,997.70</b>		<b>0.99</b>		<b>8,018.42</b>

#### 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	0.13	0.12	1.23	0.00	0.23	0.01	0.24	0.01	0.01	0.01		185.68		0.01		185.92
<b>Total</b>	<b>0.13</b>	<b>0.12</b>	<b>1.23</b>	<b>0.00</b>	<b>0.23</b>	<b>0.01</b>	<b>0.24</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>		<b>185.68</b>		<b>0.01</b>		<b>185.92</b>

### 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
<b>Total</b>	<b>13.18</b>	<b>110.77</b>	<b>57.70</b>	<b>0.10</b>	<b>8.67</b>	<b>5.43</b>	<b>14.10</b>	<b>3.31</b>	<b>5.43</b>	<b>8.74</b>		<b>10,856.66</b>		<b>1.18</b>		<b>10,881.42</b>

#### 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	1.37	0.00	0.26	0.01	0.27	0.01	0.01	0.02		206.31		0.01		206.58
<b>Total</b>	<b>0.15</b>	<b>0.14</b>	<b>1.37</b>	<b>0.00</b>	<b>0.26</b>	<b>0.01</b>	<b>0.27</b>	<b>0.01</b>	<b>0.01</b>	<b>0.02</b>		<b>206.31</b>		<b>0.01</b>		<b>206.58</b>

### 3.4 Grading - 2011

#### 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					3.90	0.00	3.90	1.49	0.00	1.49						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
<b>Total</b>	<b>13.18</b>	<b>110.77</b>	<b>57.70</b>	<b>0.10</b>	<b>3.90</b>	<b>5.43</b>	<b>9.33</b>	<b>1.49</b>	<b>5.43</b>	<b>6.92</b>	<b>0.00</b>	<b>10,856.66</b>		<b>1.18</b>		<b>10,881.42</b>

#### 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	1.37	0.00	0.26	0.01	0.27	0.01	0.01	0.02		206.31		0.01		206.58
<b>Total</b>	<b>0.15</b>	<b>0.14</b>	<b>1.37</b>	<b>0.00</b>	<b>0.26</b>	<b>0.01</b>	<b>0.27</b>	<b>0.01</b>	<b>0.01</b>	<b>0.02</b>		<b>206.31</b>		<b>0.01</b>		<b>206.58</b>

### 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
<b>Total</b>	<b>6.11</b>	<b>40.22</b>	<b>24.03</b>	<b>0.04</b>		<b>2.80</b>	<b>2.80</b>		<b>2.80</b>	<b>2.80</b>		<b>4,040.62</b>		<b>0.55</b>		<b>4,052.11</b>

#### 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	0.19	2.13	1.37	0.00	0.11	0.07	0.18	0.01	0.07	0.08		310.57		0.01		310.77
Worker	0.57	0.53	5.33	0.01	1.02	0.02	1.04	0.04	0.02	0.06		804.60		0.05		805.65
<b>Total</b>	<b>0.76</b>	<b>2.66</b>	<b>6.70</b>	<b>0.01</b>	<b>1.13</b>	<b>0.09</b>	<b>1.22</b>	<b>0.05</b>	<b>0.09</b>	<b>0.14</b>		<b>1,115.17</b>		<b>0.06</b>		<b>1,116.42</b>

### 3.5 Building Construction - 2011

#### 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
<b>Total</b>	<b>6.11</b>	<b>40.22</b>	<b>24.03</b>	<b>0.04</b>		<b>2.80</b>	<b>2.80</b>		<b>2.80</b>	<b>2.80</b>	<b>0.00</b>	<b>4,040.62</b>		<b>0.55</b>		<b>4,052.11</b>

#### 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	0.19	2.13	1.37	0.00	0.11	0.07	0.18	0.01	0.07	0.08		310.57		0.01		310.77
Worker	0.57	0.53	5.33	0.01	1.02	0.02	1.04	0.04	0.02	0.06		804.60		0.05		805.65
<b>Total</b>	<b>0.76</b>	<b>2.66</b>	<b>6.70</b>	<b>0.01</b>	<b>1.13</b>	<b>0.09</b>	<b>1.22</b>	<b>0.05</b>	<b>0.09</b>	<b>0.14</b>		<b>1,115.17</b>		<b>0.06</b>		<b>1,116.42</b>

### 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
<b>Total</b>	<b>5.63</b>	<b>37.37</b>	<b>23.73</b>	<b>0.04</b>		<b>2.54</b>	<b>2.54</b>		<b>2.54</b>	<b>2.54</b>		<b>4,040.62</b>		<b>0.51</b>		<b>4,051.23</b>

#### 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	0.18	1.93	1.26	0.00	0.11	0.06	0.17	0.01	0.06	0.07		312.07		0.01		312.25
Worker	0.52	0.48	4.85	0.01	1.02	0.03	1.04	0.04	0.03	0.06		787.05		0.05		788.02
<b>Total</b>	<b>0.70</b>	<b>2.41</b>	<b>6.11</b>	<b>0.01</b>	<b>1.13</b>	<b>0.09</b>	<b>1.21</b>	<b>0.05</b>	<b>0.09</b>	<b>0.13</b>		<b>1,099.12</b>		<b>0.06</b>		<b>1,100.27</b>

### 3.5 Building Construction - 2012

#### 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
<b>Total</b>	<b>5.63</b>	<b>37.37</b>	<b>23.73</b>	<b>0.04</b>		<b>2.54</b>	<b>2.54</b>		<b>2.54</b>	<b>2.54</b>	<b>0.00</b>	<b>4,040.62</b>		<b>0.51</b>		<b>4,051.23</b>

#### 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	0.18	1.93	1.26	0.00	0.11	0.06	0.17	0.01	0.06	0.07		312.07		0.01		312.25
Worker	0.52	0.48	4.85	0.01	1.02	0.03	1.04	0.04	0.03	0.06		787.05		0.05		788.02
<b>Total</b>	<b>0.70</b>	<b>2.41</b>	<b>6.11</b>	<b>0.01</b>	<b>1.13</b>	<b>0.09</b>	<b>1.21</b>	<b>0.05</b>	<b>0.09</b>	<b>0.13</b>		<b>1,099.12</b>		<b>0.06</b>		<b>1,100.27</b>

### 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	0.39					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>6.25</b>	<b>35.62</b>	<b>21.08</b>	<b>0.03</b>		<b>3.13</b>	<b>3.13</b>		<b>3.13</b>	<b>3.13</b>		<b>2,917.64</b>		<b>0.53</b>		<b>2,928.70</b>

#### 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	0.10	0.09	0.93	0.00	0.20	0.00	0.20	0.01	0.00	0.01		151.36		0.01		151.54
<b>Total</b>	<b>0.10</b>	<b>0.09</b>	<b>0.93</b>	<b>0.00</b>	<b>0.20</b>	<b>0.00</b>	<b>0.20</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>		<b>151.36</b>		<b>0.01</b>		<b>151.54</b>

### 3.6 Paving - 2012

#### 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	0.39					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>6.25</b>	<b>35.62</b>	<b>21.08</b>	<b>0.03</b>		<b>3.13</b>	<b>3.13</b>		<b>3.13</b>	<b>3.13</b>	<b>0.00</b>	<b>2,917.64</b>		<b>0.53</b>		<b>2,928.70</b>

#### 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	0.10	0.09	0.93	0.00	0.20	0.00	0.20	0.01	0.00	0.01		151.36		0.01		151.54
<b>Total</b>	<b>0.10</b>	<b>0.09</b>	<b>0.93</b>	<b>0.00</b>	<b>0.20</b>	<b>0.00</b>	<b>0.20</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>		<b>151.36</b>		<b>0.01</b>		<b>151.54</b>

### 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	172.22					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
<b>Total</b>	<b>172.74</b>	<b>3.16</b>	<b>1.96</b>	<b>0.00</b>		<b>0.29</b>	<b>0.29</b>		<b>0.29</b>	<b>0.29</b>		<b>281.19</b>		<b>0.05</b>		<b>282.18</b>

#### 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	0.11	0.10	1.00	0.00	0.21	0.01	0.21	0.01	0.01	0.01		161.45		0.01		161.64
<b>Total</b>	<b>0.11</b>	<b>0.10</b>	<b>1.00</b>	<b>0.00</b>	<b>0.21</b>	<b>0.01</b>	<b>0.21</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>		<b>161.45</b>		<b>0.01</b>		<b>161.64</b>

### 3.7 Architectural Coating - 2012

#### 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	172.22					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
<b>Total</b>	<b>172.74</b>	<b>3.16</b>	<b>1.96</b>	<b>0.00</b>		<b>0.29</b>	<b>0.29</b>		<b>0.29</b>	<b>0.29</b>	<b>0.00</b>	<b>281.19</b>		<b>0.05</b>		<b>282.18</b>

#### 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	0.11	0.10	1.00	0.00	0.21	0.01	0.21	0.01	0.01	0.01		161.45		0.01		161.64
<b>Total</b>	<b>0.11</b>	<b>0.10</b>	<b>1.00</b>	<b>0.00</b>	<b>0.21</b>	<b>0.01</b>	<b>0.21</b>	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>		<b>161.45</b>		<b>0.01</b>		<b>161.64</b>

### 4.0 Mobile Detail

#### 4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Integrate Below Market Rate Housing
- Provide Traffic Calming Measures
- Limit Parking Supply

	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	5.47	8.89	46.10	0.06	7.20	0.30	7.50	0.24	0.30	0.55		6,156.76		0.34		6,164.01
Unmitigated	6.05	10.16	52.37	0.07	8.47	0.35	8.82	0.29	0.35	0.64		7,206.15		0.40		7,214.51
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

#### 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	691.95	751.80	637.35	1,913,980	1,626,883

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	2.39	2.39	2.39	5,092	4,328
Parking Lot	0.00	0.00	0.00		
Strip Mall	310.24	294.28	143.01	437,477	371,856
Total	1,004.58	1,048.47	782.75	2,356,549	2,003,067

### 4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Low Rise	10.80	7.30	7.50	32.90	18.00	49.10
City Park	9.50	7.30	7.30	33.00	48.00	19.00
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00

## 5.0 Energy Detail

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### 5.1 Mitigation Measures Energy

	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	0.06	0.50	0.22	0.00		0.00	0.04		0.00	0.04		641.79		0.01	0.01	645.69
NaturalGas Unmitigated	0.06	0.50	0.22	0.00		0.00	0.04		0.00	0.04		641.79		0.01	0.01	645.69
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

## 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	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	5415.87	0.06	0.50	0.21	0.00		0.00	0.04		0.00	0.04		637.16		0.01	0.01	641.04
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	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Strip Mall	39.3151	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		4.63		0.00	0.00	4.65
<b>Total</b>		<b>0.06</b>	<b>0.50</b>	<b>0.21</b>	<b>0.00</b>		<b>0.00</b>	<b>0.04</b>		<b>0.00</b>	<b>0.04</b>		<b>641.79</b>		<b>0.01</b>	<b>0.01</b>	<b>645.69</b>

## 5.2 Energy by Land Use - NaturalGas

### 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	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	5.41587	0.06	0.50	0.21	0.00		0.00	0.04		0.00	0.04		637.16		0.01	0.01	641.04
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	0.00
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Strip Mall	0.0393151	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		4.63		0.00	0.00	4.65
<b>Total</b>		<b>0.06</b>	<b>0.50</b>	<b>0.21</b>	<b>0.00</b>		<b>0.00</b>	<b>0.04</b>		<b>0.00</b>	<b>0.04</b>		<b>641.79</b>		<b>0.01</b>	<b>0.01</b>	<b>645.69</b>

## 6.0 Area Detail

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### 6.1 Mitigation Measures Area

No Hearths Installed

	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	3.65	0.11	9.11	0.00		0.00	0.05		0.00	0.05	0.00	15.79		0.02	0.00	16.16
Unmitigated	3.65	0.11	9.11	0.00		0.00	0.05		0.00	0.05	0.00	15.79		0.02	0.00	16.16
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
SubCategory	lb/day										lb/day					
Architectural Coating	0.94					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.40					0.00	0.00		0.00	0.00						0.00
Hearth	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
Landscaping	0.31	0.11	9.11	0.00		0.00	0.05		0.00	0.05		15.79		0.02		16.16
Total	3.65	0.11	9.11	0.00		0.00	0.05		0.00	0.05	0.00	15.79		0.02	0.00	16.16

## 6.2 Area by SubCategory

### Mitigated

	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
SubCategory	lb/day										lb/day					
Architectural Coating	0.94					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.40					0.00	0.00		0.00	0.00						0.00
Hearth	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
Landscaping	0.31	0.11	9.11	0.00		0.00	0.05		0.00	0.05		15.79		0.02		16.16
<b>Total</b>	<b>3.65</b>	<b>0.11</b>	<b>9.11</b>	<b>0.00</b>		<b>0.00</b>	<b>0.05</b>		<b>0.00</b>	<b>0.05</b>	<b>0.00</b>	<b>15.79</b>		<b>0.02</b>	<b>0.00</b>	<b>16.16</b>

## 7.0 Water Detail

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### 7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Turf Reduction

## 8.0 Waste Detail

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### 8.1 Mitigation Measures Waste

## 9.0 Vegetation

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# PD - 2055 N. Ventura Ave

## City of Ventura Planning Division Submittal

### PROJECT SUMMARY

<b>PROJECT ADDRESS</b>	2055 N. Ventura Ave	
<b>OWNER</b>	Logue Family Trust	
<b>APN #</b>	068-0-060-21	
<b>SITE STATISTICS</b>	Gross Site Area	6.01 AC.
	Building Coverage (ground floor)	70,377 s.f. 27%
	Hardscape (paved area)	127,126 s.f. 48%
	Landscape	63,792 s.f. 25%

### PROPOSED PROJECT COMPONENTS:

<b>COMMERCIAL</b>	# of spaces	5
	total retail commercial sf.	7,300 nsf.
<b>RESIDENTIAL</b>	total # of units	105 units
	residential density (gross site)	17.47 units/acre
	1-bdrm or 1 bdrm w/ flex-space	38 units
	2-bdrm or 2 bdrm w/ flex-space	63 units
	3-bdrm or 3 bdrm w/ flex-space	3 units
	total # of IHP units (Low Income)	16 units per Sec. R240.310 b
	(15% of 105= 15.75)	See sheet A1.2
	total residential sf	167,485 sq. ft.
	(= sq. ft. includes garage sf, stairway volumes each floor, etc.)	
	average res sf per unit	1,462 sf.

### PARKING SUMMARY:

<b>REQUIRED CURRENT CODE:</b>		
COMMERCIAL	7,300 sq. ft. / 300 = 1 space for every 300 sq. ft.	25
RESIDENTIAL	2.5 x 105 units = 2 1/2 spaces for every unit 2 of which are in a garage 1/4 space for every unit shall provide, designated, and maintained guest parking (26 spaces)	263
<b>Total Spaces Required per Current Code</b>		<b>288</b>

### FORM BASED CODE:

COMMERCIAL	7,300 sq. ft. / 500 = 2 spaces for every 1000 sq. ft.	15
RESIDENTIAL	167,485 sq. ft. / 1500 = 1 space for every 1500 sq. ft.	112
<b>Total Spaces Required per Future Form Based Code</b>		<b>127</b>

### PARKING STUDY:

COMMERCIAL	peak demand	3
	retail	12
	restaurant	55
RESIDENTIAL	105 Units x 1.52 = 1.52 spaces / unit	160
<b>Total Spaces Required per ATE Parking Study</b>		<b>230</b>

### PARKING PROVIDED:

COMMERCIAL	designated off-street commercial spaces (Blocks 1 & 2)	11 (includes 2 Van Accessible spaces)
	shared on-street spaces along property frontage (N. Ventura Ave.)	14
	shared on-street spaces within project (unassigned commercial + res. guest)	45*
<b>Total Commercial Parking Spaces</b>		<b>69 spaces</b>
RESIDENTIAL	designated off-street covered resident spaces - 1.66 spaces / unit	180
	guest spaces - = shared on-street spaces w/ commercial parking (see shared spaces above)	included in 45* number above
<b>Total Spaces</b>		<b>250 spaces</b>

### ZONING INFORMATION

#### Current Property Zoning: M-2

#### Proposed Property Zoning: M-X-D - Mixed-Use

#### Ventura General Plan [VGP]

The applicable general plan (dated Aug 8, 2005) goal, policy, & action numbers relating to this proposal are as follows:

- Policy 3a - Sustain and complement cherished community characteristics:  
Action 3.2, 3.5, 3.6
- Policy 3b - Integrate uses in building forms that increase choice and encourage community vitality.  
Action 3.9
- Policy 3c - Maximize use of land in the city before considering expansion.  
Action 3.16
- Goal 2 - Facilitate the provision of a range of housing types to meet the diverse needs of the community.  
Policy 2.1, 2.2, 2.3, 2.5, 2.8, 2.12, 2.13, 2.14
- Goal 3 - Provide adequate housing along through appropriate land use and zoning designations to accommodate the City's share of the regional housing needs.  
Policy 3.5, 3.7, 3.8, 3.9, 3.10
- Goal 4 - Mitigate or remove any potential governmental constraints to housing production and affordability.  
Policy 4.3, 4.5
- Goal 5 - Promote equal opportunity for all residents to reside in the housing of their choice.  
Policy 5.1, 5.3

#### Intent of Proposed Development:

Reference Current DTSP Form-Based Standards to accommodate desired the intended future Westside Spocio Plan. Neenly, utilize Neighborhood Center development standards along the Avenue, with Urban-General III development standards for the non-Avenue fronting portions of the project.

#### Zoning Height & Setbacks for M-X-D Zones:

- Building Height: 6 stories
- Front Yard Setback: None
- Side Yard Setback: None
- Rear Setback: 20% of Lot Depth or 20'

#### Proposed Project Height:

- Three Stories & 42' building height Maximum

#### Proposed Project Setbacks:

These following proposed setbacks were identified in the approved HAP-16 submittal, and the current proposal is no closer to property lines than the approved HAP plan

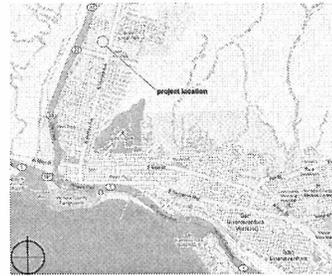
#### Urban General 3 (UG-3)

1. Street Build-to Line: 10'
2. Side Street Build-to Line: 5'
3. Side Yard Setback: 15' min. total inclusive of 5' min. for each side.
4. Rear Setback: 5' (with alley) / 15' min. (no alley)

#### Neighborhood Center (NC)

1. Street Build-to Line: 0:5' min. for ground floor residential if a Stoop or Dooryard frontage type is provided.
2. Side Street Build-to Line: Same as Street Build-to Line
3. Side yard Setback: 0'
4. Rear Setback: 5' min. (with ally) / 15' min. (no ally)

### VICINITY MAP



NTS



Aerial Photo, Property & 1/4 mile radius

### PROJECT DESCRIPTION

#### Introduction

The proposal for 2055 North Ventura Avenue includes a range of housing with supporting commercial spaces to redevelop a pivotal size-site on Ventura's Westside. With nearly 500' of Ventura Avenue Corridor frontage, the project would add to and participate in a vital neighborhood (Ventura General Plan Chapter 3 Policy 3B A3.2 [VGP]). Currently occupied by industrial storage uses, the proposed character complements the area's light industrial history. This "working" character would be combined with abundant landscaping in, on, and around buildings to create a garden district identity.

The project's mix of 105 homes and 7,300 square feet of commercial spaces are organized into seven neighborhood blocks that complement and strengthen the existing Westside street patterns. Combining progressive land planning principles with existing Westside community visioning goals, the project aims to connect to its neighbors allowing this project and future adjacent developments to blend and integrate with each other and the greater Westside community.

Along North Ventura Avenue, the project proposes to extend De Anza Street across Ventura Avenue westward to improve neighborhood livability, and create safe crossing to and from De Anza Middle School & Harry Lyon park. The De Anza street westward extension would also provide for future pedestrian, bike and auto connections.

#### Neighborhood Vitality

The addition of housing and jobs along and immediately adjacent to the Avenue's existing public transit infrastructure strengthens the Westside neighborhood while reducing the need for additional cars or traffic now and into the future (VGP P43.11). Landscaped public plazas, emerged by new adjacent commercial spaces from the Avenue and provide active open space. The East West Street connects Ventura Avenue on the east to a proposed new local park at the west, providing for daily recreation and play as well as a venue for fairs, block parties, or other neighborhood activities.

#### Flexible Use and Long Life

Working with the principles of form-based zoning, some spaces within the project are designed with the flexibility to function as residential or light commercial use as neighborhood character and needs change over the building's lifespan.

#### Housing Variety

Within the four easterly blocks, homes face and embrace the street and the park to create a safe and pedestrian-friendly neighborhood. This garden district organizes homes within a variety of lush, usable private and communal outdoor spaces, with distinct character allowing each block to possess a unique identity. A mix of at-grade carports, attached garages, and on-street parking contributes to the housing diversity, better connects residents to the life of the street & courtyards, and cost-effectively utilizes limited land.

A mix of individual residence designs, comprised of townhomes, flats, and lots provides a range of living options. These options emphasize livability within smaller unit sizes creating attainability-by-design and starter homes for the next generation of Ventura families (VGP P2.1). Varied building massing, unit detachment, and street facing stoops, porches, and individual entryways (VGP P4.5) define a lively residential character.

#### A Healthy Environment

Sustainable design and green building principles guide many of the overall site planning and individual unit features, as the project aims to be a model for environmentally progressive living. Landscape zones and the park utilize bioswales and retention areas to keep water onsite and promote groundwater recharge (VGP A2.5). Homes are designed to maximize daylighting and natural ventilation for passive heating and cooling. Building and site construction will showcase best practices and use materials that are durable, sustainable, and beautiful.

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ARCHITECTURAL	CIVIL
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A0.1 Site Vicinity Info	C1.0 Tentative Tract Map for Air-Space Condominiums
A1.0 Proposed Site Plan Massing	C2.0 Preliminary Drainage & Grading
A1.1 Proposed Site Plan Ground Level	C3.0 Section and Details
A1.2 Proposed Site Plan by Floor Levels	C4.0 Existing Topography
A2.1 Proposed Block 1 Plans & Data	
A2.2 Proposed Block 2 Plans & Data	L2.0 Landscape Plan
A2.3 Proposed Block 3 Lower Plans & Data	L2.1 Rooftop Garden Plan & Lighting
A2.4 Proposed Block 3 Upper Plans & Data	L3.0 Site Feature Images & Street Sections
A2.5 Proposed Block 4 Plans & Data	
A2.6 Proposed Blocks 5 & 6 Plans & Data	
A3.1 Proposed Exterior Elevations - Block 1	
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A3.9 Proposed Exterior Courtyard Elevations - Block 4 & 5	
A3.10 Colors / Materials	
AA.1 Approved HAP Plan	

Perspective Along N. Ventura Ave.

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**DFW Engineering**  
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### 2055 North Ventura Ave

2055 North Ventura Ave  
Ventura, CA 93001

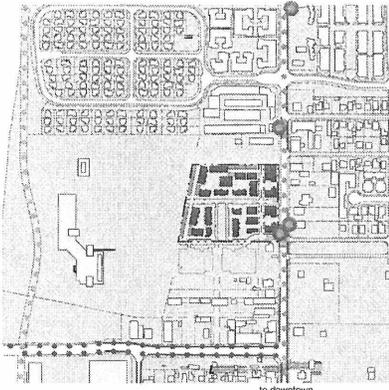
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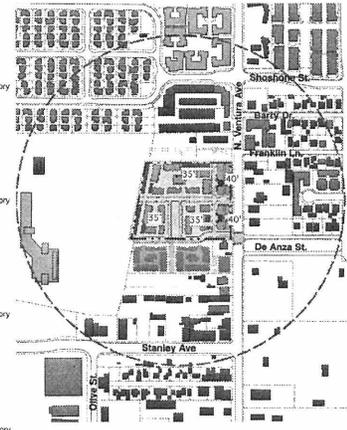
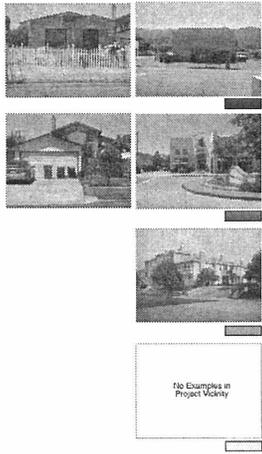
### Title Sheet

# A0.0



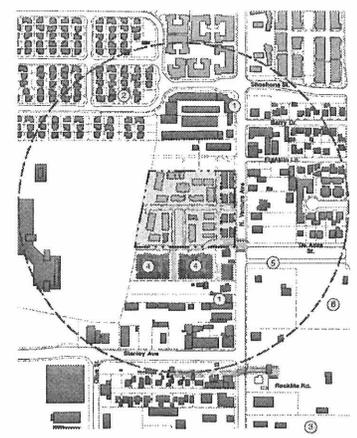
- Legend**
- Perpendicular Parking
  - Parallel Parking
  - No Parking
  - Diagonal Parking
  - Transit Lines & Stops (Boxes 6 & 10)
  - Designated Bike Lane
  - Class I Bike Lane

Existing On-Street Parking, Transit & Bikeways 8

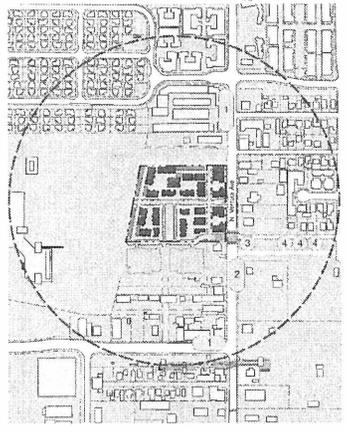


Existing & Proposed Building Heights 5

- Commercial Block**  
A building designed for occupancy by retail, service or office uses on the first floor, with similar or repetitive uses above.
- Bungalow Court**  
Four or more detached houses on a project, sharing a shared courtyard with pedestrian access to buildings from courtyard or street.
- Duplex**  
A building containing two, three or four dwelling units that are accessed directly from the street.
- Courtyard Housing**  
A group of dwelling units that share two or more common courtyards. Dwelling access from street or courtyard.
- Rowhouse**  
Two or more two to three story dwellings with side-to-side setbacks that share setbacks but do not share front and rear the street.
- Front Yard House**  
A detached single dwelling unit located in UO or COZ zones accessed from sidewalk to street front yard.
- Stack Dwelling**  
A building containing flats in a structure with other dwelling units above or below.
- no existing examples in project vicinity*
- Building Types Defined**  
Building types listed above correspond to those found within a one block radius of project site, including the proposed 2055 N Ventura Ave. Project building. Photo number corresponds to location within the project vicinity.

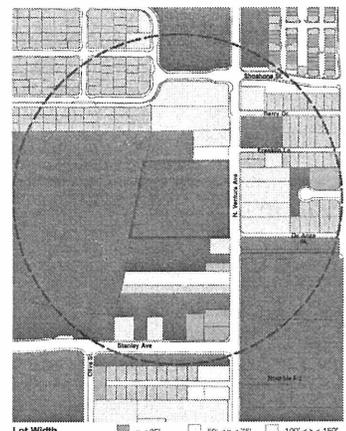


Existing & Proposed Building Types 2



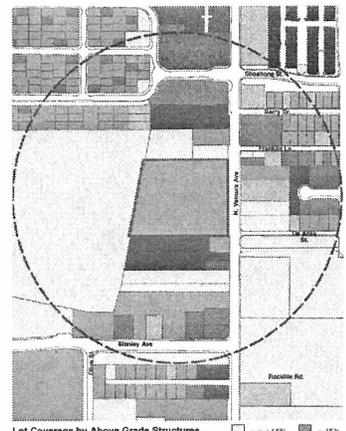
- 1 Green Palm N Ventura Ave
- 2 Green Inland Olive Palm N Ventura Ave
- 3 Coast Live Oak De Anza St
- 4 Sycamore De Anza St

Existing Street Trees 7



- Lot Width**
- x < 25'
  - 25' < x < 50'
  - 50' < x < 75'
  - 75' < x < 100'
  - 100' < x < 150'
  - 150' < x < 200'
  - 200' < x

Lot & Block Characteristics 6



- Lot Coverage by Above Grade Structures**
- x < 15%
  - = 15%
  - = 30%
  - = 45%
  - = 60%
  - = 75%

Lot Coverage 4

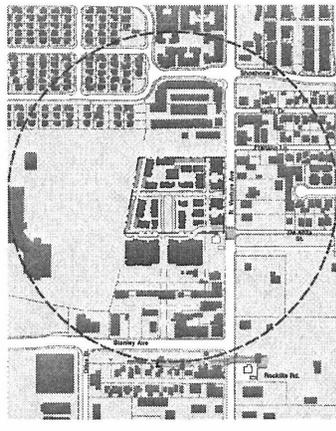
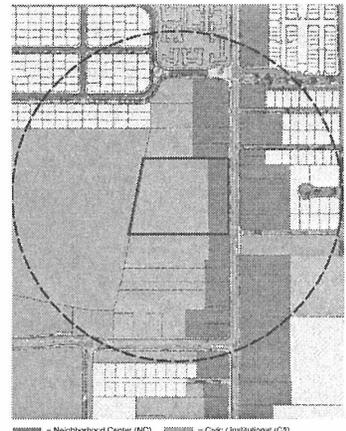


Figure Ground 3



- Projected Future Westside Form-Based Zoning Designations**
- Neighborhood Center (NC)
  - Urban General 2 (UG-2)
  - Urban General 1 (UG-1)
  - Civic / Institutional (CI)

Projected Future Westside Form-Based Zoning Designations 1

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Key Plan

**Site & Vicinity Info**

**A0.1**

PC-DRG Submittal 6.30.2011





1995 N. Ventura Ave.  
De Anza Court  
Neighbor Proposal  
- approx. plan for reference only -

1995 N. Ventura Ave.  
De Anza Court  
Neighbor Proposal  
- approx. plan for reference only -

2025 N. Ventura Ave  
(existing residence)

**Proposed Project Site Plan** 1

**Legend**

- Project Property line
- ▲ Main Entry
- ▲ Secondary Entry
- Accessible Entry

**Architect:**  
**Blackbird**  
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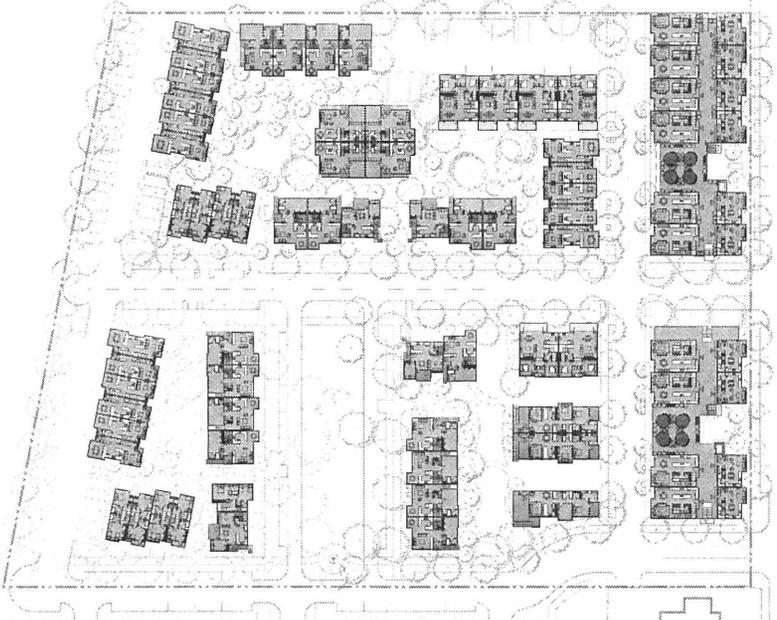
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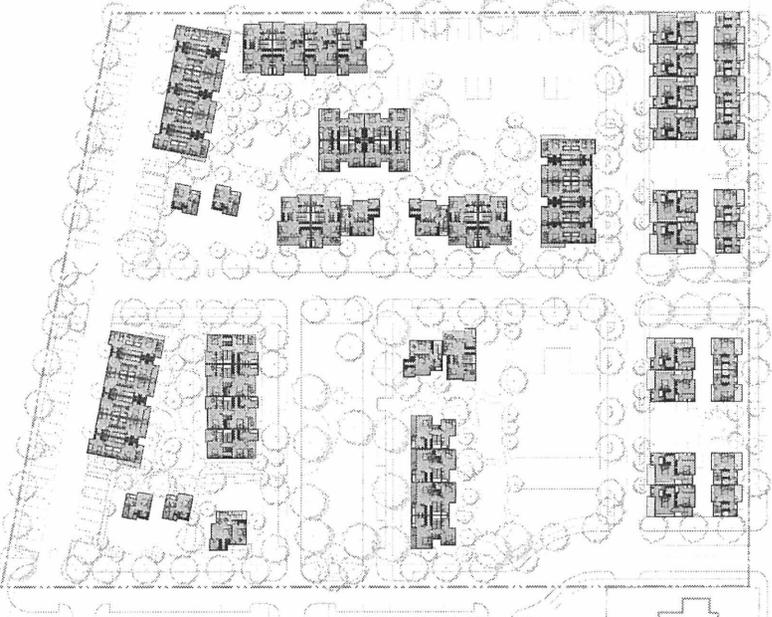
**Site Plan**

**A1.1**



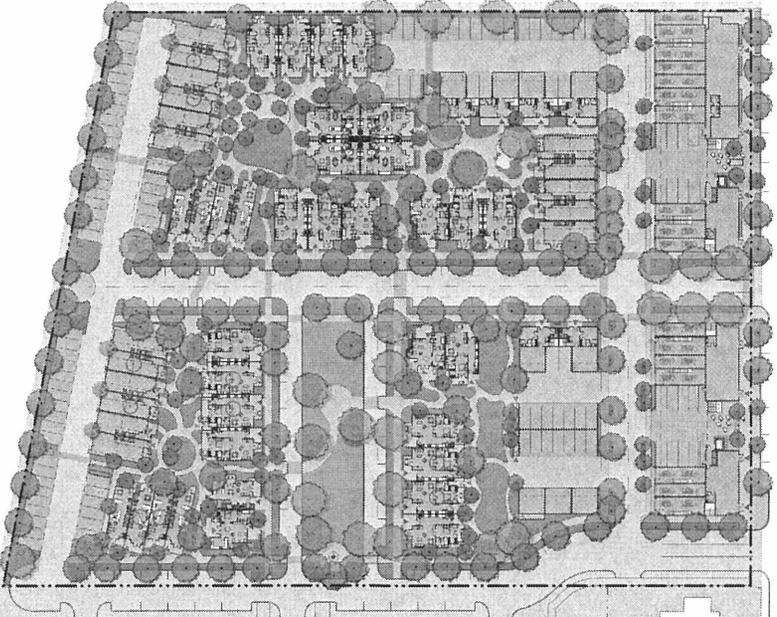
Second Floor Level 2

feet 0 20 40 80



Third Floor Level 3

feet 0 20 40 80



Ground Floor Level 1

feet 0 20 40 80

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**DTR Engineering**  
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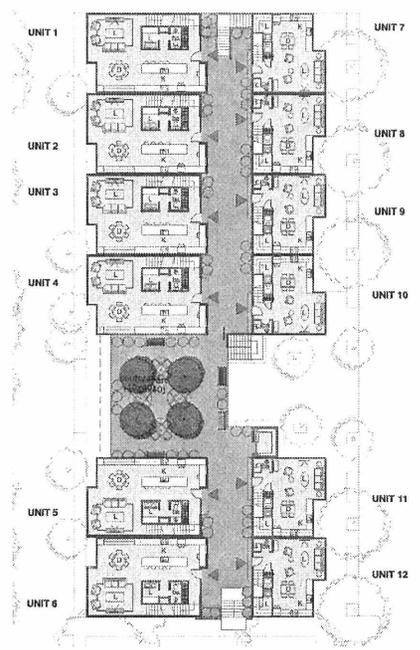
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Key Plan

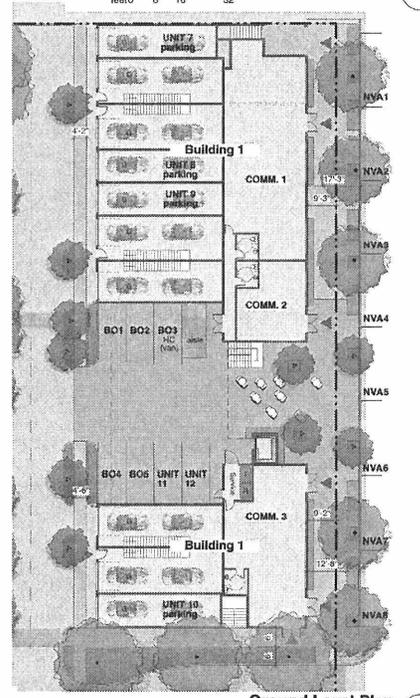
- Legend**
- Property line
  - ⊙ Inclusionary Units

**Site Plan**  
 Site Plan By Floors

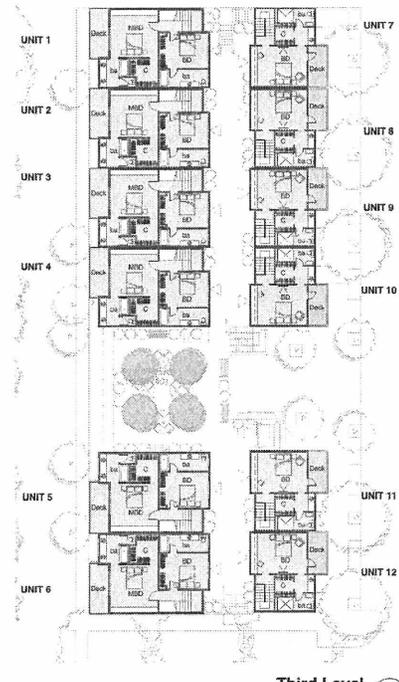
**A1.2**



Second Level 2



Ground Level Plan 1



Third Level 3

- Legend**
- - - - - = Project Property line
  - ▬▬▬▬ = Building Ground Floor Footprint
  - ▲ = Main Entry
  - ▲ = Secondary Entry
  - = Accessible Entry

**Block 1 Data**

**Building 1**  
Building Type: Commercial Block - mix of commercial and residential units

<b>Building area (g.s.f.):</b>	<b>Building 1</b>
ground level	+/- 8,300
second level/ walking street level	+/- 9,167
third residential level	+/- 8,873
<b>Total block gross s.f.</b>	<b>+/- 27,840</b>

**Block Statistics:**

block Area (inside of sidewalk)	+/- 15,917
Building Footprint	+/- 9,500
Hardscape Area	+/- 5,717
Landscape Area	+/- 400

**Commercial Data (3 spaces)**  
+/- 4,009 s.f. commercial

Commercial 1	+/- 1,219 net s.f.
Commercial 2	+/- 1,410 net s.f.
Commercial 3	+/- 1,380 net s.f.

**Commercial Parking Provided:** 5 dedicated commercial spaces (BO1-BO3); (includes 1 van-accessible parking space)  
2 off-street residential parking spaces (units 11 & 12)  
Shared on-street parking - see site plan parking totals

**Residential Data (12 Units)**

-6 townhouses (2 Bld. 2.5a; 2 1/2 Bld)			
-6 upper level townhouses (1 Bld. 1.5 Bld)			
		<b>+/- 23,184</b>	<b>gross s.f.</b>

**Residential Parking Provided:** 20 total garaged spaces (20 as tandem)  
Shared on-street guest parking - see site plan parking totals  
2 covered spaces at block 3 - see site plan

<b>unit numbers</b>	<b># of bedrooms</b>	<b>unit type net s.f.</b>
Units 1-6	2	+/- 1,050 (+ 370 s.f. garage)
Units 7-12	1	+/- 1,051 (+ 430 s.f. garage)

\*Provided parking is in conformance with a demand study submitted with this application.

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Key Plan

**Block 1**  
Plans & Data

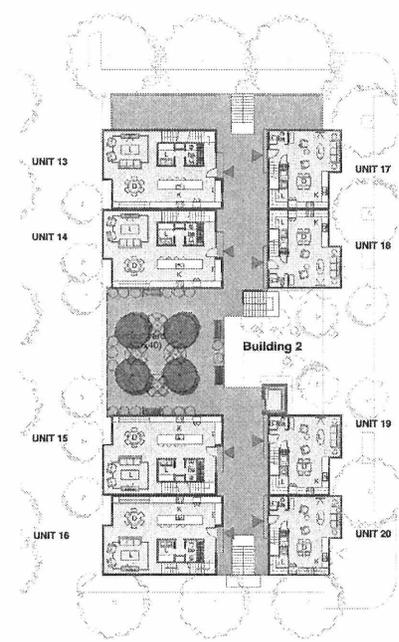
**A2.1**

Architect:  
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 Architects  
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 408.937.2527  
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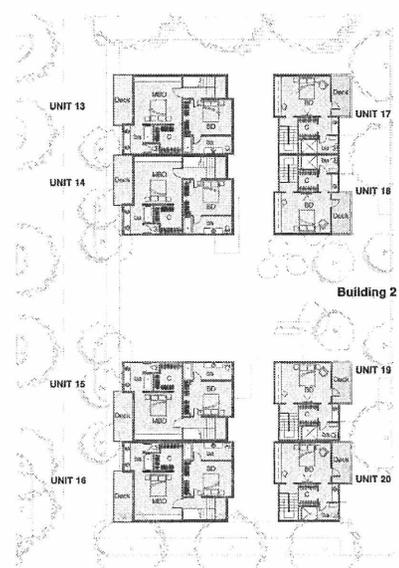
**VANHOY**  
 Design Group  
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 San Jose, CA  
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 408.937.2111

Landscape Architect:  
**EARTHFORM**  
 10000 N. 1st St., Suite 200  
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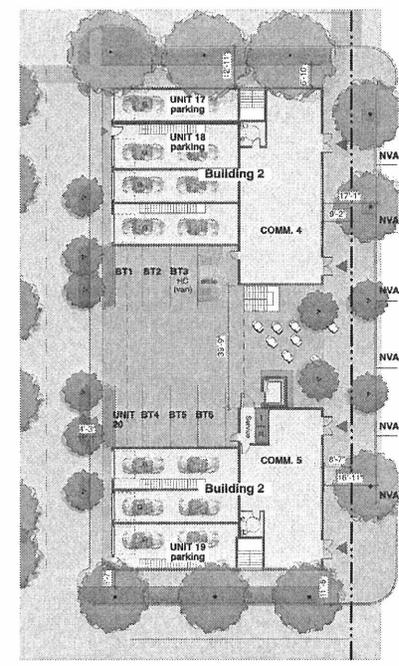
Civil Engineer:  
 2700 Zuma  
**DTF Engineering**  
 1050 Santa Teresa Avenue  
 Suite 150  
 Menlo Park, CA 94025  
 650.678.1033



Second Level 2



Third Level 3



Ground Level Plan 1

**Block 2 Data**

Building 2  
 Building Type: Commercial Block - mix of commercial and residential units

<b>Building area:</b>	ground level	±/- 7,130	<b>Building 2</b>
	second level/commercial mezzanine	±/- 4,042	
	residential mezzanine/walk-street level	±/- 3,935	
	third residential level	±/- 4,971	
	<b>total</b>	<b>±/- 20,078</b>	<b>gross s.f.</b>

<b>Block Statistics:</b>	Building Footprint	±/- 7,130
	Hardscape Area	±/- 9,014
	Landscape Area	±/- 2,172

**Commercial Data (5 spaces)**  
 ~3,912 s.f. commercial

Commercial 4	±/- 2,140 net s.f.
Commercial 5	±/- 1,766 net s.f.

**Commercial Parking Provided** 7 dedicated commercial spaces (BT1-BT7) (includes 1 van-accessible parking space)  
 Shared on-street parking - see site plan parking totals

**Residential Data (8 Units)**

-4 two-bedroom (2 Bd, 2 Ba, 2 1/2 Ba)	±/- 16,068	<b>gross s.f.</b>
-4 upper level townhouses (1 Bd, 1.5 Ba)		

**Residential Parking Provided** 14 total dedicated covered residential spaces (14 as tandem)  
 Shared on-street guest parking - see site plan parking totals

<b>unit numbers</b>	<b># of bedrooms</b>	<b>unit type net s.f.</b>
Units 15-16	2	±/- 2,000-2,000
Units 17-20	1	±/- 875-1,040

**Legend**

- — — — — = Project Property line
- — — — — = Building Ground Floor Footprint
- ▲ = Main Entry
- ▲ = Secondary Entry
- = Accessible Entry

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Key Plan

**Block 2**  
 Plans & Data

**A2.2**

**Block 3 Data**

Buildings 3-10 (47 Units)  
 -17 townhouses (2 Bld. 2 Bld. 2 1/2 Bld.)  
 -2 townhouses (Bld. 3 Bld.)  
 -14 flats (1 Bld. 1 Bld.)  
 -14 second level townhouses (2 Bld. 2.5 Bld.)

**parking provided:** 80 dedicated residential parking spaces for residents  
 (50 designated spaces in all grade courtyards)  
 (30 designated unit-attached garages (22 of which are tandem)  
 Shared on street guest parking - see site plan parking totals  
 Lake parking

**Building area (g.s.f.):**

	Building 3	Building 4	Building 5	Building 6	Building 7
first floor	+/- 3,380	+/- 4,058	+/- 2,562	+/- 2,662	+/- 2,016
second floor	+/- 4,400	+/- 3,315	+/- 2,558	+/- 2,655	+/- 2,206
third floor	+/- 3,220	+/- 3,220	+/- 2,004	+/- 2,004	+/- 814
<b>total gross a.f.</b>	<b>+/- 7,780</b>	<b>+/- 10,590</b>	<b>+/- 7,324</b>	<b>+/- 7,324</b>	<b>+/- 6,236</b>

	Building 8	Building 9	Building 10
first floor	+/- 4,858	+/- 3,600	+/- 4,090
second floor	+/- 3,798	+/- 3,712	+/- 4,382
third floor	+/- 3,554	+/- 2,836	+/- 2,460
<b>total gross a.f.</b>	<b>+/- 12,528</b>	<b>+/- 10,248</b>	<b>+/- 10,972</b>

**Total Block s.f. +/- 72,512**

**Block Statistics**

Building Footprint	+/- 28,000
Hardscape	+/- 34,070
Landscape	+/- 25,390

unit name	# of bedrooms	unit type	net s.f.
Units 21-24	2		+/- 1,670
Units 25-29, 40-45	2		+/- 1,718
Units 30-35, 46-53	1		+/- 600-1,000
Units 36-38	2		+/- 1,248
Units 37-39	3		+/- 1,890
Units 54-59, 60-67	2		+/- 1,318-1,823

\*Provided parking is in conformance with a project parking demand study submitted with this application



**Second Floor Level** 2

**Legend**

- = Project Property line
- = Building Ground Floor Footprint
- ▲ = Main Entry
- ▲ = Secondary Entry
- = Accessible Entry



**Ground Floor Level** 1

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**Landscaping: EASTFORM**  
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**Civil Engineer: DTR Engineering**  
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 Owner: Logue Family

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Key Plan

**Block 3**  
 Plans & Data

**A2.3**

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**David Verhey** Architect  
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 2015 January  
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Key Plan

**Block 3**  
 Plans & Data

**A2.4**

PC-DRC Submittal 6.30.2011

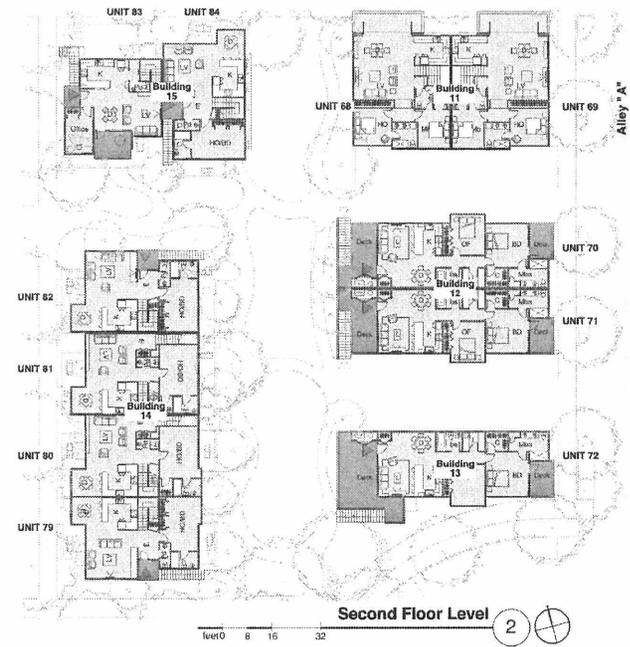
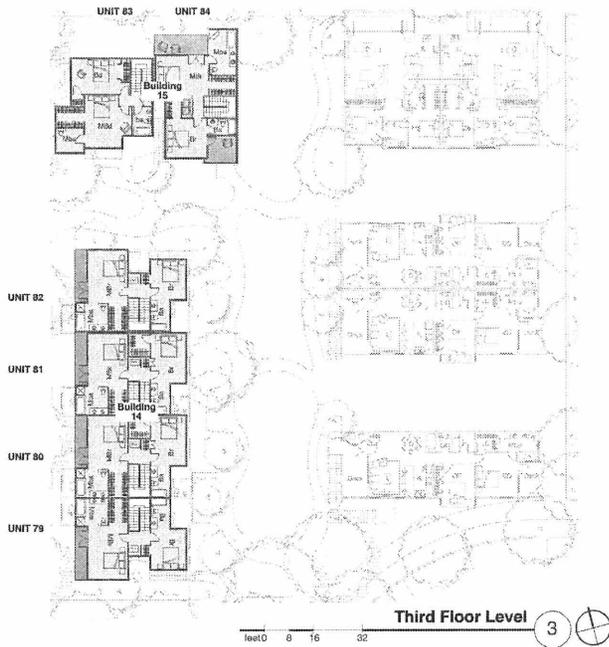
**Legend**

- = Project Property line
- = Building Ground Floor Footprint
- ▲ = Main Entry
- = Secondary Entry
- = Accessible Entry



Third Floor Level 1

1=0 8 16 32



- Legend**
- = Project Property line
  - = Building Ground Floor Footprint
  - ▲ = Main Entry
  - ▲ = Secondary Entry
  - = Accessible Entry

**Block 4 Data**

**Buildings 13-15 (17 Units)**

- 3 townhouses (1 Bk, 2 Ea)
- 8 flats (1 Bk, 1.5 Ea)
- 8 second level townhouses (2 Bk, 2.5 Ea)

**parking provided:**

- 20 dedicated residential parking spaces for residents
- 116 dedicated covered spaces in all-grade carports
- 119 dedicated on-street spaces
- Shared on-street transit parking - see site plan parking totals bike parking

**Building area (s.f.):**

	Building 11	Building 12	Building 13	Building 14	Building 15
first floor	± 3,300			± 3,724	± 1,751
second floor	± 4,400	± 2,368	± 1,184	± 3,712	± 1,850
third floor				± 2,928	± 1,400
<b>total gross s.f.</b>	<b>± 7,700</b>	<b>± 2,368</b>	<b>± 1,184</b>	<b>± 10,372</b>	<b>± 4,951</b>

**Block Statistics**

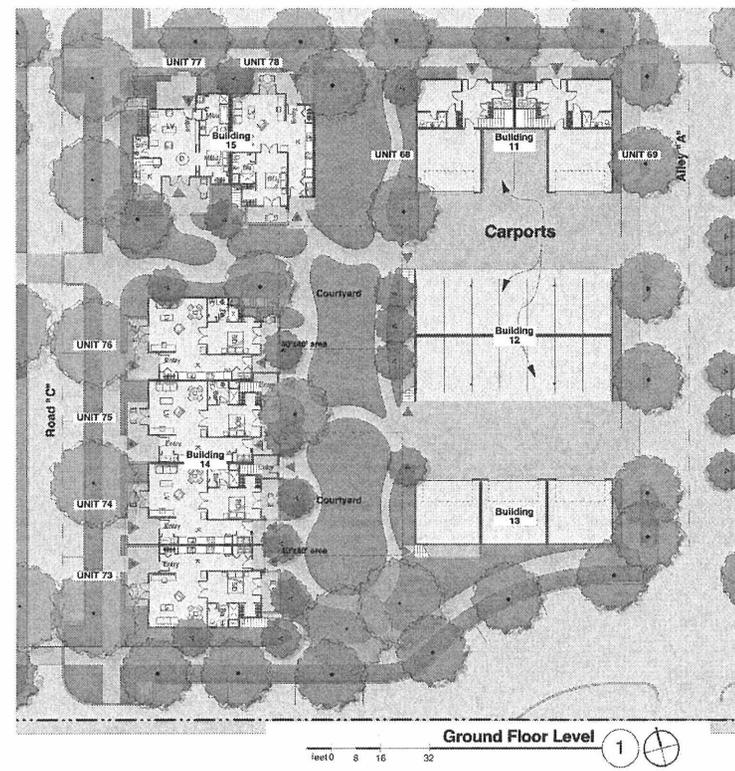
Building Footprint	± 13,281
Hardscape	± 12,000
Landscape	± 12,287

**Total Block s.f. ± 26,517**

**unit name # of bedrooms unit type net s.f.**

Units 65-69	2	± 1,670
Units 70-72	1	± 1,184
Units 73-78	1	± 800-1,000
Units 79-84	2	± 1,516-1,823

\*Provided parking is in conformance with a project parking demand study submitted with this application.



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**2055 North Ventura Ave**  
 2055 North Ventura Ave.  
 Ventura, CA 93001

Owner: Logue Family

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**NOT FOR CONSTRUCTION**

Key Plan

**Block 4**  
 Plans & Data

**A2.5**



**Block 5**

**Buildings 18-21 (21 Units)**  
 -9 townhouses (2 Bd, 2 or 2.5 Ba)  
 -2 townhouses (3 Bd, 2.5 Ba)  
 -5 flat (1 Bd, 1.5 Ba)  
 -5 upper story townhouses (2 Bd, 3.5 Ba)

**parking provided:** 37 residential spaces  
 (25 dedicated parking spaces in all-grade carports)  
 (12 dedicated tandem spaces in all-grade private attached garages)  
 + shared on-street parking - see site data

**Building area (g.s.f.):**

	Building 16	Building 17	Building 18	Building 19
first floor	+/- 3,724	+/- 1,510	+/- 2,696	+/- 4,966
second floor	+/- 3,712	+/- 1,420	+/- 2,296	+/- 3,798
third floor	+/- 2,326	+/- 690	+/- 944	+/- 3,356
<b>total gross s.f.</b>	<b>+/- 10,372</b>	<b>+/- 3,820</b>	<b>+/- 6,236</b>	<b>+/- 12,528</b>
<b>Total Block gross s.f.</b>				<b>+/- 21,480</b>

**Block Statistics**

Building Footprint	+/- 12,796
Hardscape	+/- 16,680
Landscape	+/- 13,871

**unit name**

unit name	# of bedrooms	unit type net s.f.
Units 85-88	1	+/- 800
Unit 89	2	+/- 1,200
Unit 90	1	+/- 800
Units 91-93	3	4,130-5,1,690 s.f.
Units 92-94-100, 105	2	+/- 1,190-1,270 s.f.
Units 101-104	2	+/- 1,510-1,675 s.f.

\*Provided parking is in conformance with a demand study submitted with this application

**Legend**

- = Project Property line
- = Building Ground Floor Footprint
- ▲ = Main Entry
- ▲ = Secondary Entry
- = Accessible Entry



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 805.957.1317  
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 Doug VanHoy  
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**Landscape Architect:**  
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**Civil Engineer:**  
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**DTM Engineering**  
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**2055 North Ventura Ave**  
 2055 North Ventura Ave  
 Ventura, CA 93001

Owner: Logue Family

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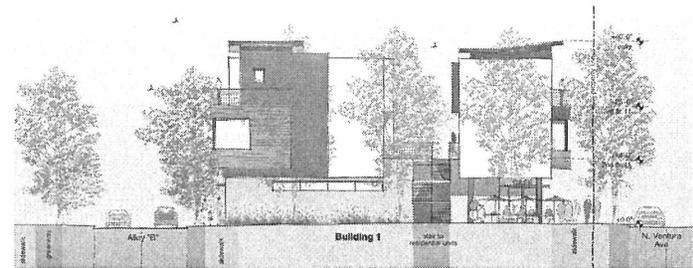
**NOT FOR CONSTRUCTION**

Key Plan

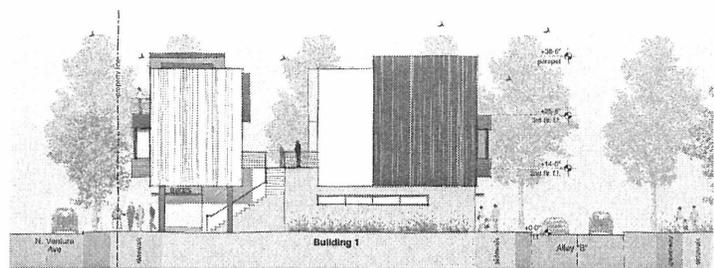
**Block 5**  
 Plans & Data

**A2.6**

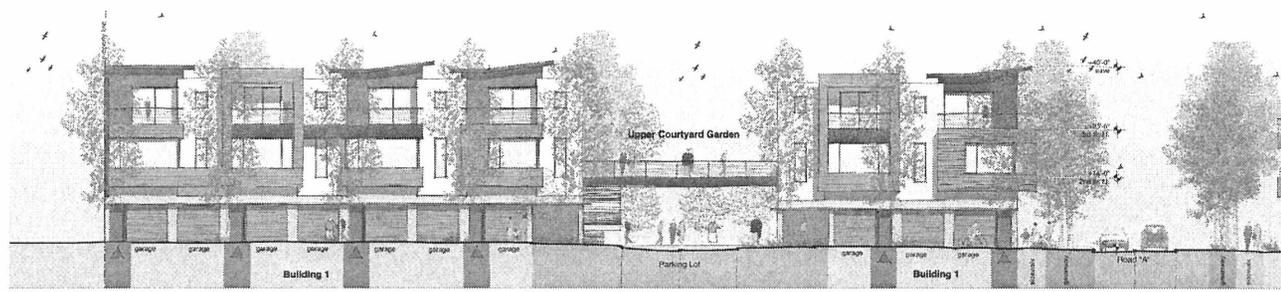
PC-DRC Submittal 6.30.2011



**South Elevation**  
Along Road "A" 4



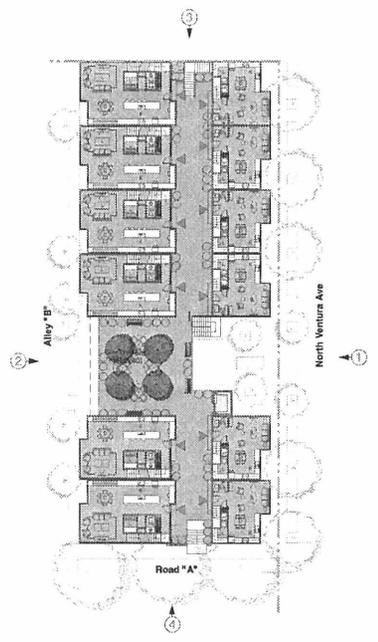
**North Elevation**  
Along Property Line 3



**West Elevation**  
Along Alley "B" 2



**East Elevation**  
Along N. Ventura Ave 1



**Elevation & Material Palette Key**

not to scale

**Elevation Legend:**  
 ↕ = building height from proposed grade  
 ▲ = commercial or residential primary entry  
 ▲ = commercial or residential secondary entry

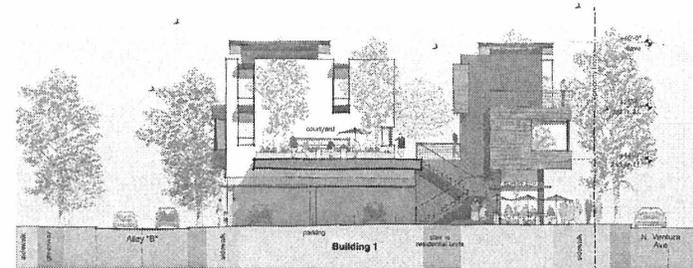
**2055 North Ventura Ave**  
2055 North Ventura Ave  
Ventura, CA 93001  
Owner: Logue Family

Revision Set \_\_\_\_\_ Date \_\_\_\_\_  
 by \_\_\_\_\_  
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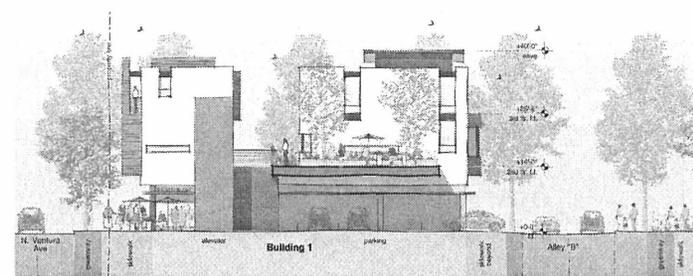
**Key Plan**

**Elevations**  
Block 1

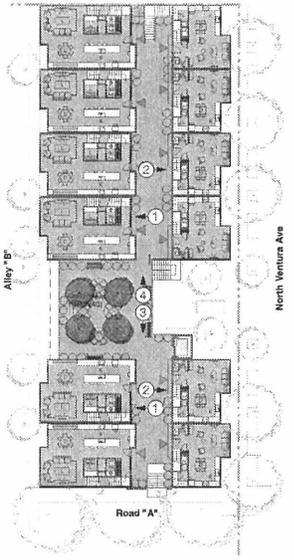
**A3.1**



**Courtyard Elevation Looking North** 4  
 feet 0 8 16 24

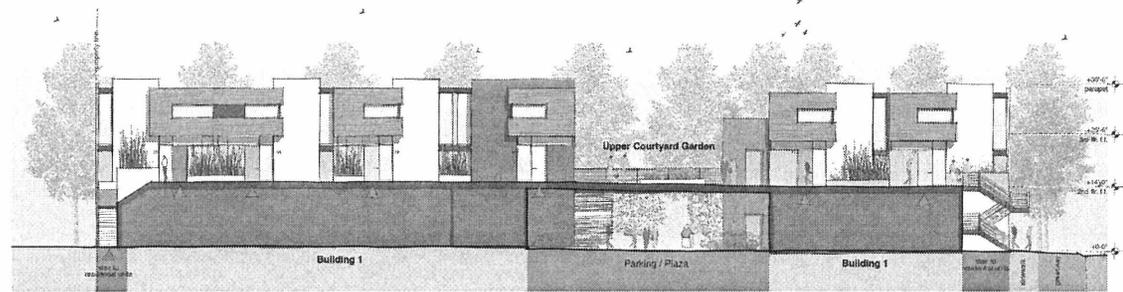


**Courtyard Elevation Looking South** 3  
 feet 0 8 16 24



**Elevation & Material Palette Key**

not to scale



**Walking Street Elevation Looking East** 2  
 feet 0 8 16 24



**Walking Street Elevation Looking West** 1  
 feet 0 8 16 24

**Elevation Legend:**  
 ▲ = building height from proposed grade  
 ▲ = commercial or residential primary entry  
 ▲ = commercial or residential secondary entry

**2055 North Ventura Ave**  
 2055 North Ventura Ave  
 Ventura, CA 93001  
 Owner: Logue Family

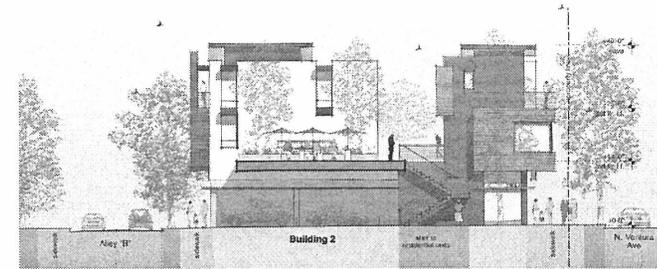
Revision Set	Date
1	7/15

Key Plan

**Elevations**  
 Block 1

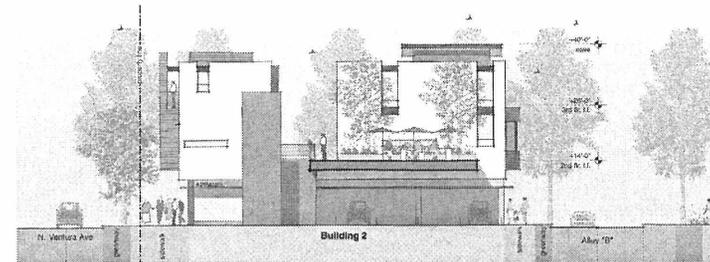
**A3.2**





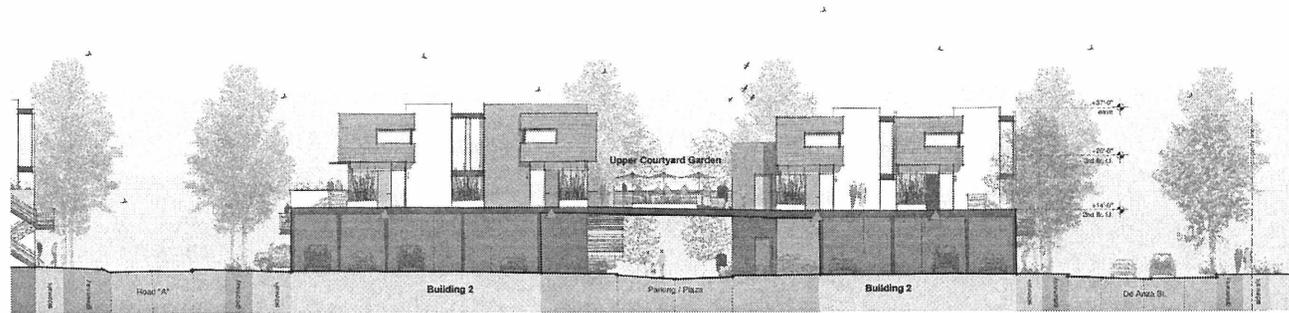
**South Courtyard Elevation**

4



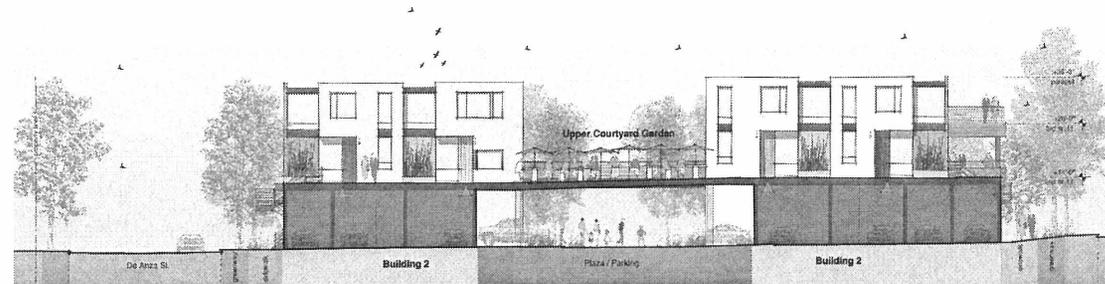
**North Courtyard Elevation**

3



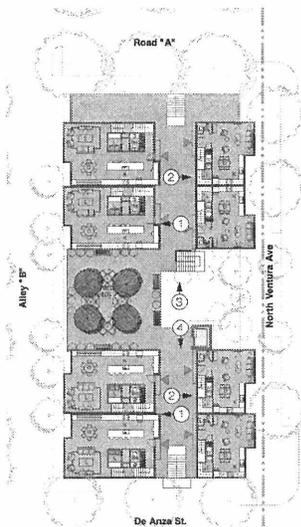
**Walking Street Elevation Looking East**

2



**Walking Street Elevation Looking West**

1



**Elevation & Material Palette Key**

not to scale

**Elevation Legend:**

- ▲ = building height from proposed grade
- ▲ = commercial or residential primary entry
- ▲ = commercial or residential secondary entry

**2055 North Ventura Ave**

2055 North Ventura Ave  
 Ventura, CA 93001

Owner: Logue Family

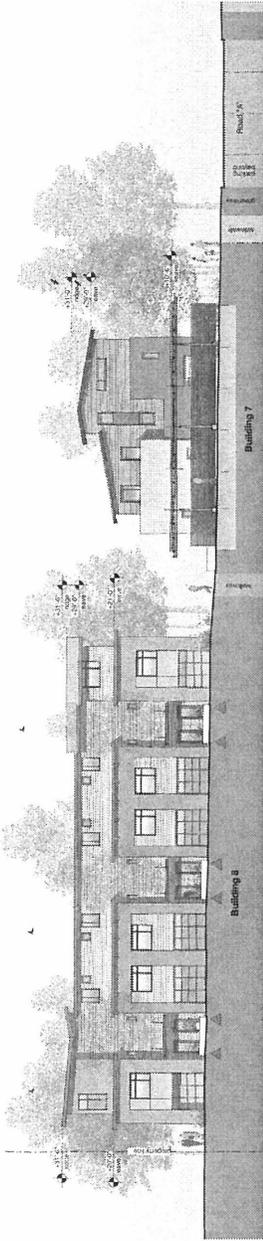
Revision Set	Date

**Key Plan**

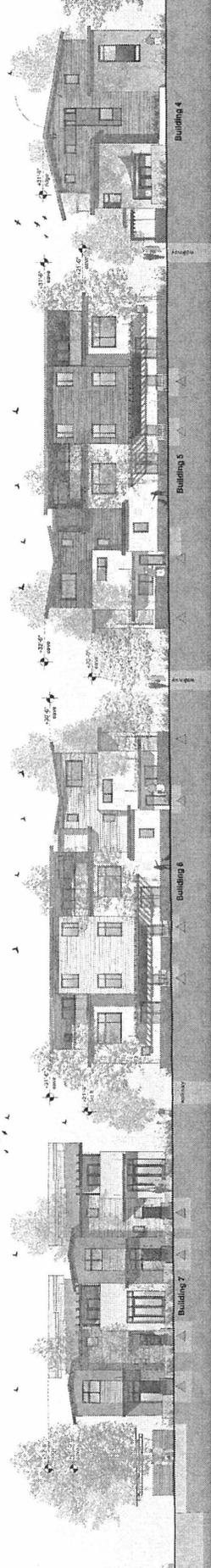
**Elevations**

Block 2

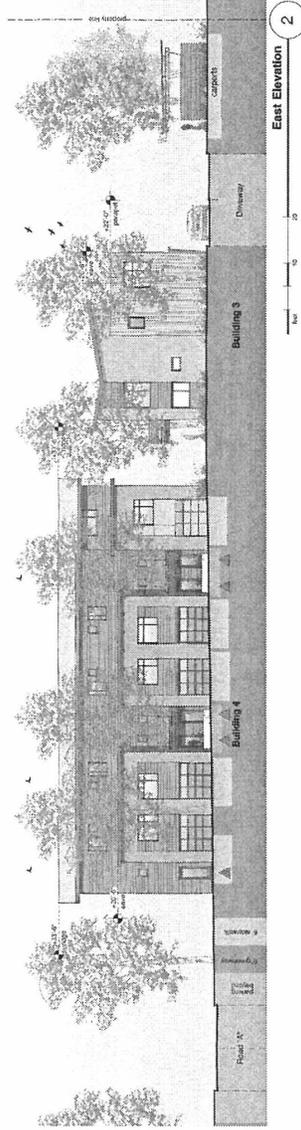
**A3.4**



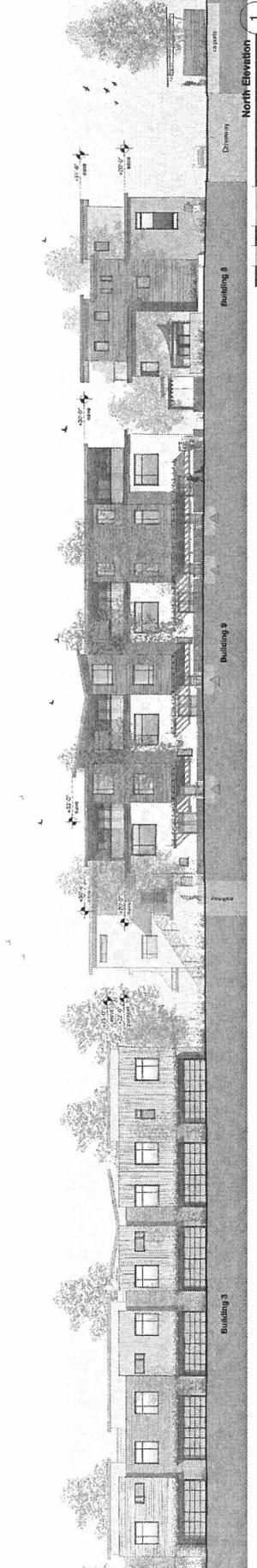
Courtyard Elevation Looking West 4



South Elevation 3



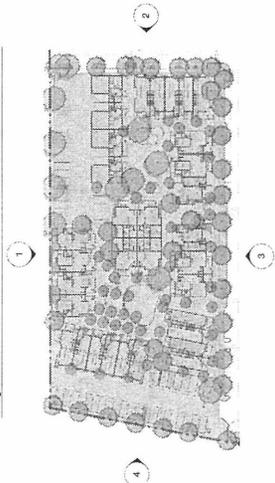
East Elevation 2



North Elevation 1

**Elevation Legend:**  
 ▲ = residential unit, primary entry  
 ▲ = building height from proposed grade  
 ▲ = residential unit, secondary entry

**Key Plan:**



**Key Plan**

**Elevations**  
Block 3

**A3.5**



Courtyard Elevation Looking West 4

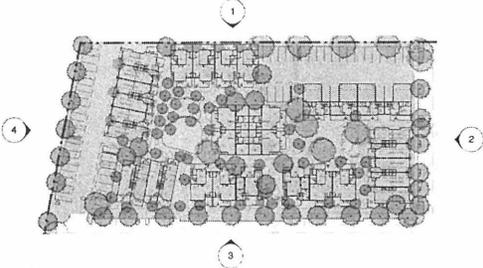


South Elevation 3

**Elevation Legend:**

- ◆ = building height from proposed grade
- ▲ = residential unit primary entry
- ▲ = residential unit secondary entry

**Key Plan:**



East Elevation 2



North Elevation 1

**2055 North Ventura Ave**

2055 North Ventura Ave.  
Ventura, CA 93001

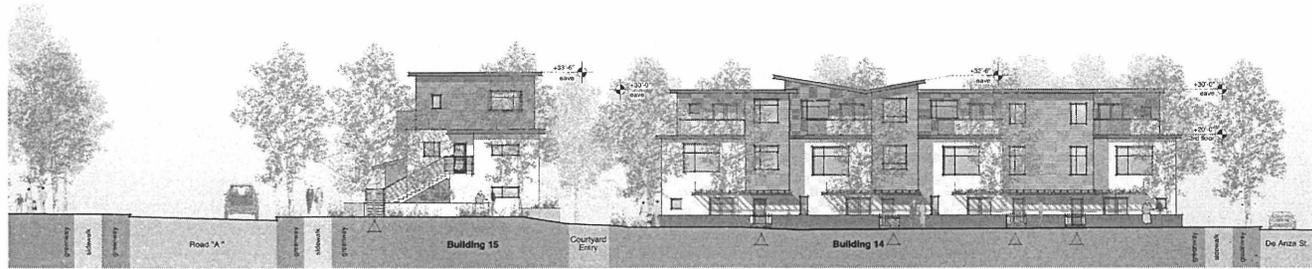
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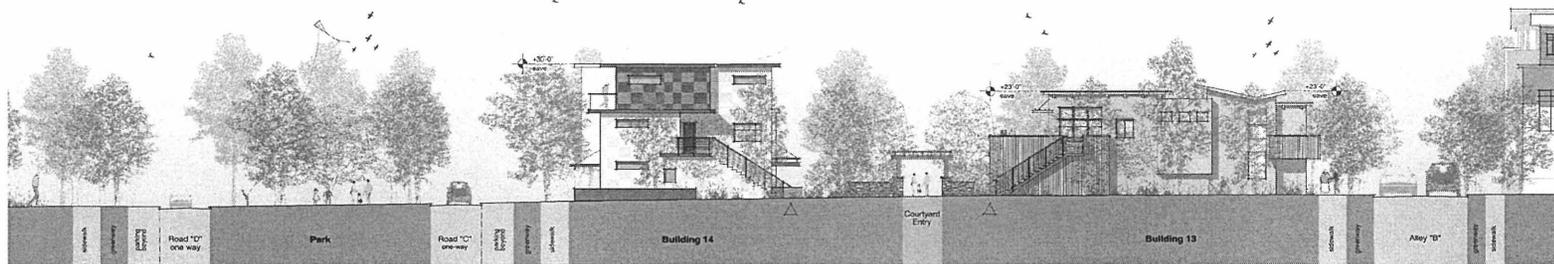
**Key Plan**

**Elevations**  
Block 3

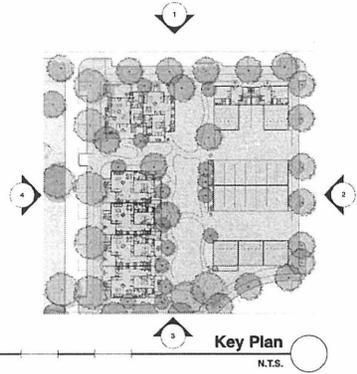
**A3.5**



**West Elevation** 4  
 Along Road "C"



**South Elevation** 3  
 Along De Anza St.



**Key Plan**  
 N.T.S.



**East Elevation** 2  
 Along Alley "B"



**North Elevation** 1  
 Along Road "A"

**2055 North Ventura Ave.**  
 2055 North Ventura Ave.  
 Ventura, CA 93001

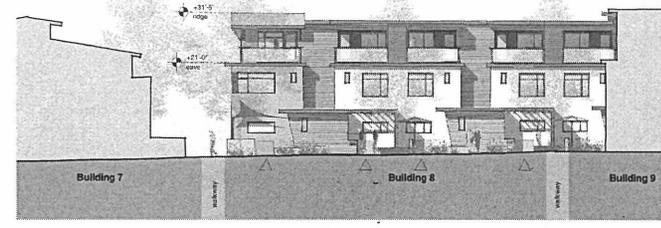
Owner: Logue Family

Revision Set Date  
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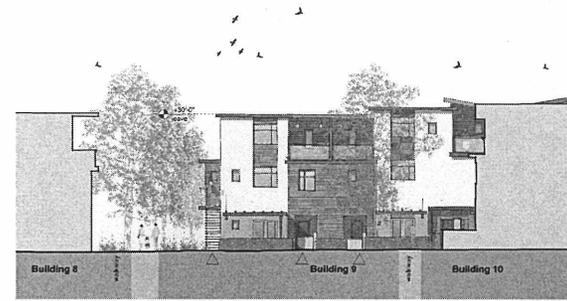
**Elevations**  
 Block 4

**A3.6**





Courtyard Elevation Looking West 4



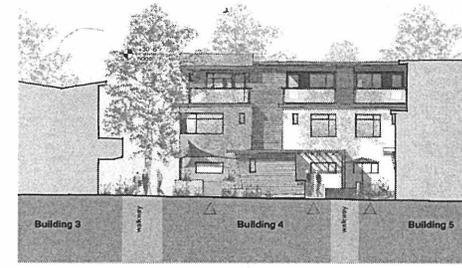
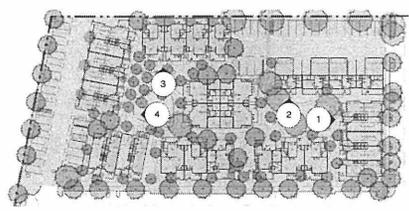
Courtyard Elevations Looking North 3



Courtyard Elevation Looking North 2

**Elevation Legend:**  
 = building height from proposed grade  
 = residential unit primary entry  
 = residential unit secondary entry

**Key Plan:**



Courtyard Elevation Looking East 1

**2055 North Ventura Ave**  
2055 North Ventura Ave.  
Ventura, CA 93001  
Owner: Logue Family

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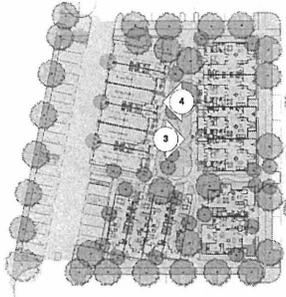
Key Plan

**Courtyard Elevations**  
Block 3

**A3.8**

**Elevation Legend:**

- = building height from proposed grade
- = residential unit primary entry
- = residential unit secondary entry



**Block 5 Key Plan**

N.T.S.



**Block 5 Courtyard Elevation looking West**

feet 0 8 16 32

4



**Block 5 Courtyard Elevation looking East**

feet 0 8 16 32

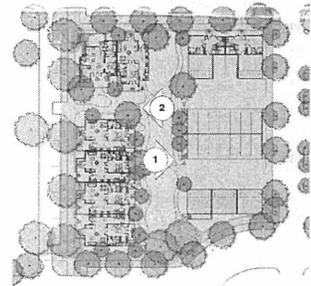
3



**Block 4 Courtyard Elevation looking West**

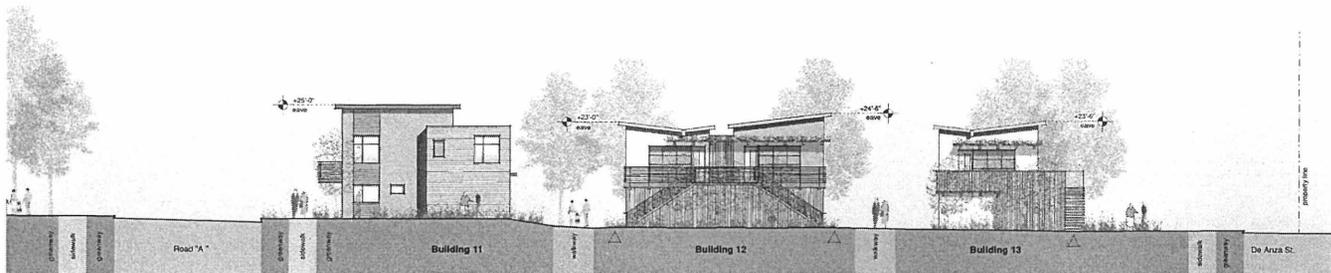
feet 0 8 16 32

2



**Block 4 Key Plan**

N.T.S.



**Block 4 Courtyard Elevation looking East**

feet 0 8 16 32

1

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**2055 North Ventura Ave**  
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 Ventura, CA 93001  
 Owner: Logue Family

**Revision Set**

1	2010 Developer Arch.
2	2010 Developer Arch.
3	2010 Developer Arch.
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**Key Plan**

**Courtyard Elevations**  
 Blocks 4 & 5

**A3.9**

PC-DRG Submitter 6.30.2011

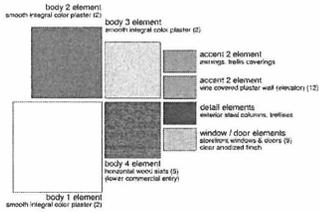
# Colors / Materials

## (A) Urban Retail / Commercial

**Description/Intent:**  
Clean and vibrant commercial retail storefronts with dynamic living units above. Building materials and colors foster individuality for retail tenants. Durable commercial building materials enhanced by vertical landscape convey the character of a revitalized N. Ventura Avenue.

**Palette Components:**  
(3) storefront windows  
(7) fiber cement lap siding  
(5) horizontal wood slats  
(1) integral plaster  
(12) green screen

### Color Family:

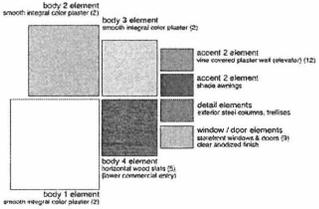


## (B) Urban Retail / Commercial

**Description/Intent:**  
Clean and vibrant commercial retail storefronts with dynamic living units above. Building materials and colors foster individuality for retail tenants. Durable commercial building materials enhanced by vertical landscape convey the character of a revitalized N. Ventura Avenue.

**Palette Components:**  
(3) storefront windows  
(7) fiber cement lap siding  
(5) horizontal wood slats  
(1) integral plaster  
(12) green screen

### Color Family:

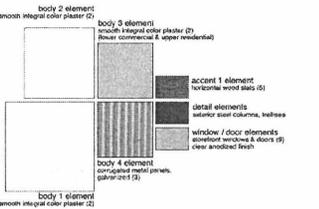


## (C) Industrial Chic

**Description/Intent:**  
Factory style industrial lots, with open floor plans and high ceilings. Durable building materials and a modern color palette help these urban lots fit in their neighbors.

**Palette Components:**  
(3) storefront windows  
(7) fiber cement lap siding  
(5) horizontal wood slats  
(1) integral plaster  
(12) green screen

### Color Family:

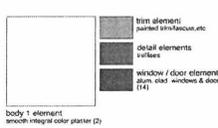


## (D) Neighborhood Individual Family Residence

**Description/Intent:**  
Charming residential units at the pedestrian scale. Building materials and color complement this family house feel.

**Palette Components:**  
(10) alum. clad windows  
(2) integral color plaster

### Color Family:

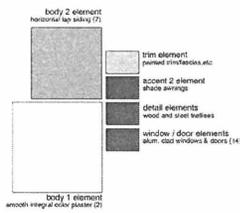


## (E) Neighborhood Row house

**Description/Intent:**  
This urban rowhouse style adds charm and grace to the community. Quality building materials and landscaping add quality and serenity to the neighborhood.

**Palette Components:**  
(10) alum. clad windows  
(8) fiber cement lap siding  
(2) integral color plaster

### Color Family:

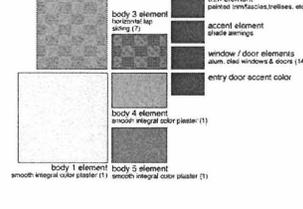


## (F) Courtyard Housing

**Description/Intent:**  
Medium density multi-family housing centered around a shared outdoor open space or Courtyard. Creating spaces for families, community and sustainability in the neighborhood.

**Palette Components:**  
(10) alum. clad windows  
(7) fiber cement lap siding  
(1) integral color plaster

### Color Family:

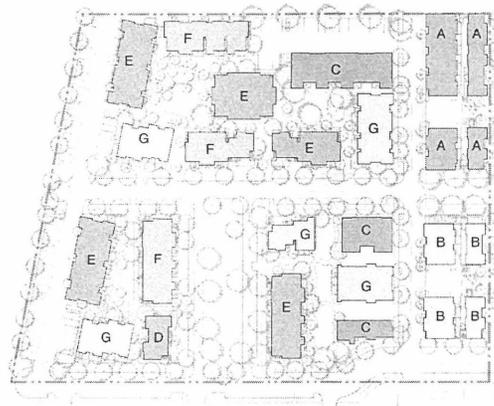
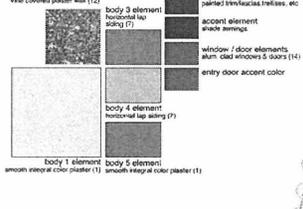


## (G) Courtyard Housing

**Description/Intent:**  
Medium density multi-family housing centered around a shared outdoor open space or Courtyard. Creating spaces for families, community and sustainability in the neighborhood.

**Palette Components:**  
(10) alum. clad windows  
(7) fiber cement lap siding  
(1) integral color plaster

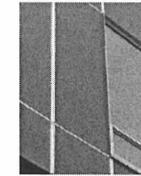
### Color Family:



Reference Plan 2



(12) Green Screen vegetation wall



(6) Fiber Cement Panels w/ reglets / reveals



(11) Glazed garage doors flex space / lift style roll up doors



(5) Horizontal Wood Slats rain screen with gaps between slats



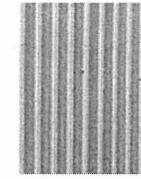
(10) Aluminum Clad Windows Residential



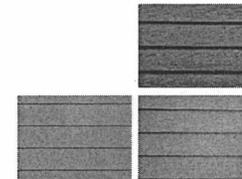
(4) Wood Siding T&G joints stain color to match as noted



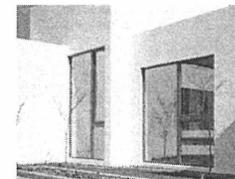
(9) Storefront Windows Commercial



(3) Galvanized Corrugated Panels w/ lap joints



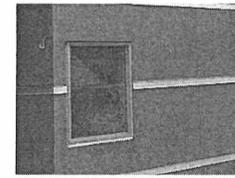
(8) Fiber Cement Lap Siding 5/16" thick 5", 7", 10" exposures color varies: see specific palette



(2) Integral Plaster finish color varies see specific palette



(7) Fiber Cement Lap Siding 5/16" thick 5", 7", 10" exposures color varies: see specific palette



(1) Integral Plaster finish color varies: see specific palette

Material Palette Components 1

**2055 NORTH VENTURA AVENUE  
 PROJECT SUMMARY**

<b>PROJECT ADDRESS</b>	2055 N. Ventura Ave
<b>OWNER</b>	Logue
<b>APN #</b>	068-0-068-21
<b>SITE AREA</b>	Gross Site Area 6.01 AC. Net Area (after easements) 4.10 AC. Net Lot Coverage 30%
<b>PROPOSED PROJECT COMPONENTS:</b>	
<b>COMMERCIAL</b>	# of spaces 11 Total retail commercial sf. 13,031 sf.
<b>RESIDENTIAL</b>	total # of units 129 units residential density (gross site) 21.5 units/acre residential density (net 58%) 34.6 units/acre 1-bdrm or 1-bdrm w/ flex-space 37 units 2-bdrm or 2-bdrm w/ flex-space 73 units 3-bdrm or 3-bdrm w/ flex-space 19 units total # of HAP units (Low Income) 19 units per Dec. R240.310 b (15% of 129= 19.3) total residential sf 184,350 sf. average res sf per unit 1,423 sf.

**PROJECT DESCRIPTION**

**Introduction**  
 The proposal for 2055 North Ventura Avenue includes a range of housing with supporting commercial spaces to redevelop a pivotal acre site on Ventura's Westside. With nearly 500' of Ventura Avenue frontage, the project would add to and participate in a vital neighborhood (Ventura General Plan Chapter 3 Policy 3B A3.2 (VGP)). Currently occupied by low intensity industrial storage uses, the proposed character complements the area's light industrial history. The "working" character would be combined with abundant landscaping in, on, and around buildings to create a garden district identity.

The project's mix of 129 homes and 13,030 square feet of commercial spaces are organized into seven neighborhood blocks that complement and strengthen the existing Westside street patterns. Combining progressive land planning principles with existing Westside community existing goals, the project aims to connect to its neighbors allowing this project and future adjacent developments to blend and integrate with each other and the greater Westside community.

Along North Ventura Avenue, the project proposes to extend De Anza Street across Ventura Avenue westward to improve neighborhood viability, and create safe crossing to and from De Anza Middle School & Merry Lynn park. The De Anza street westward extension would also provide for future pedestrian, bike and auto connections.

**Neighborhood Viability**  
 The addition of housing and jobs along and immediately adjacent to the Avenue's existing public transit infrastructure strengthens the Westside neighborhood while providing for additional cars or traffic now and into the future (VGP P2.11). Landscaped public plazas, surrounded by new adjacent commercial spaces from the Avenue and provide active open spaces. The East West Street connects Ventura Avenue on the east to a proposed new local park at the west, providing for daily recreation and play as well as a venue for fairs, block parties, or other neighborhood activities.

**Flexible Use and Long Life**  
 Working with the principles of form-based zoning, some spaces within the project are designed with the flexibility to function as residential or light commercial use as neighborhood character and needs change over the building's lifespan.

**Housing Variety**  
 Within the four primary blocks, homes face and embrace the street and the park to create a safe and pedestrian-friendly neighborhood. This garden district organizes homes within a variety of lush, usable private and communal outdoor spaces, with distinct character allowing each block to possess a unique identity. A mix of underground, at-grade, and on-street parking contributes to the housing density, better connects residents to the life of the street, and better utilizes limited land.

A mix of ten individual residence designs, comprised of townhomes, flats, and lofts provides a range of living options. These options emphasize livability within smaller unit sizes creating attachable-by-design and starter homes for the next generation of Ventura families (VGP P2.11). Varied building massing, unit attachment, and street facing stoops, porches, and individual entrances (VGP P4.1) define a lively residential character.

**A Healthy Environment**  
 Sustainable design and green building principles guide many of the overall site planning and individual unit features: as the project aims to be a model for environmentally progressive living. Landscape zones and tree park utilize bioswales and retention areas to keep water onsite and provide ground-water recharge (VGP A3.3). Homes are designed to maximize daylighting, natural ventilation for passive heating and cooling. Building and site construction will showcase best practices and use materials that are durable, sustainable, and beautiful.

**2055 North Ventura Ave**

2055 North Ventura Ave.  
 Ventura, CA 93001  
 Owner: Logue Family

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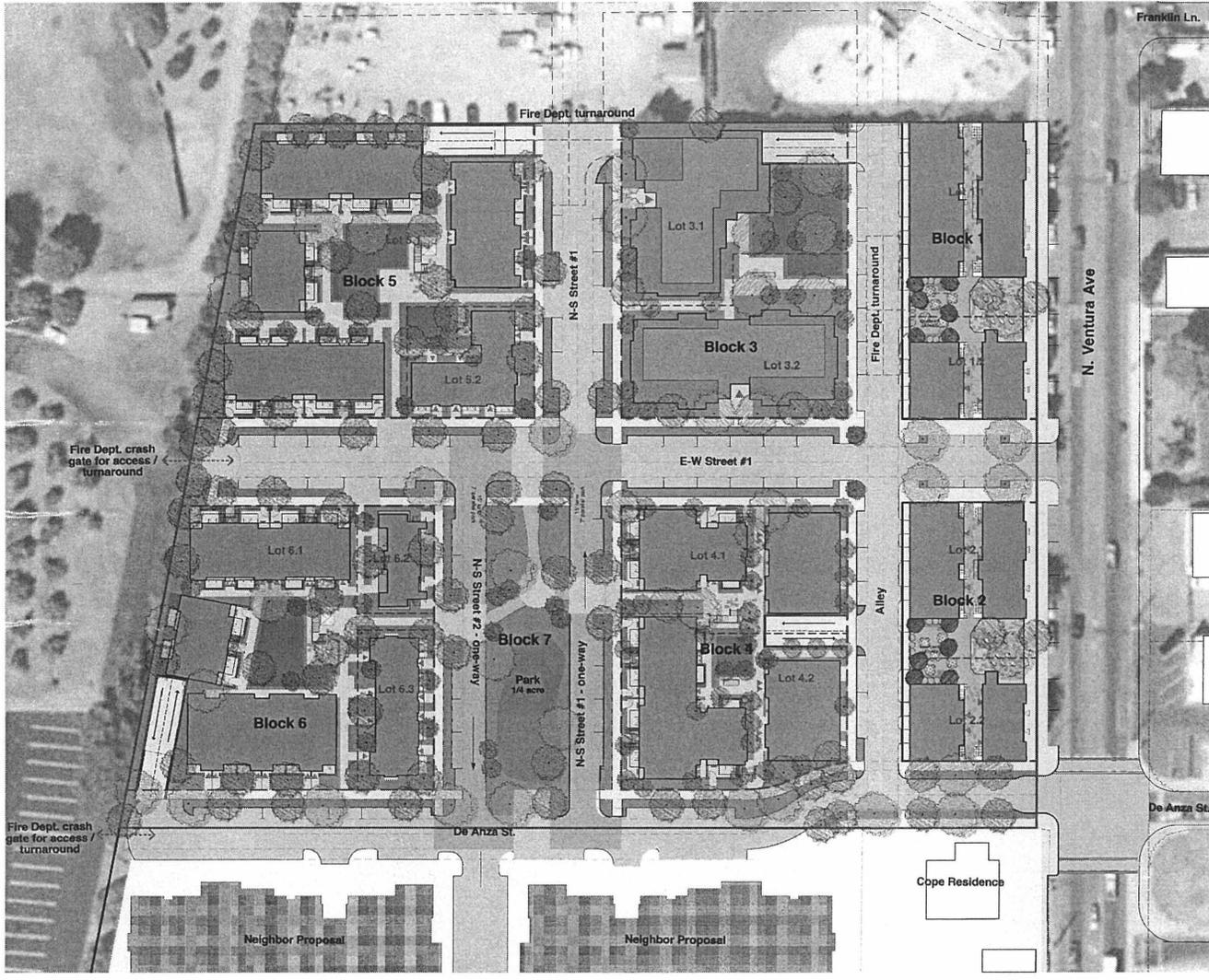
NOT FOR CONSTRUCTION

Key Plan

**Reference Info**

Approved HAP Plan  
 Dec., 2008

**AA.1**



**Proposed Project Site Plan**

- feet 0 15 30 60
- Site Property Line
- - - Block Property Line
- Nominal Lot Line
- Neighbor Proposal

**PRELIMINARY PLANT LIST**

**PROPOSED STREET TREES**

Code	Size	Botanical Name	Common Name	Notes
N. VENTURA AVE.				
PLA 002	30"	PLATANUS RADICATA	COMMON PLANE TREE	Single, Street
PLA 003	30"	FRAXINUS PACIFICA	EVERGREEN PLANE	Single, Street
DE ANZA ST.				
PLA 004	30"	QUERCUS MOULANIERA	HEAVENLY QUERCUS	Single, Street
PLA 005	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
EAST WEST STREET #1				
PLA 006	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 007	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
NORTH-SOUTH ST. #1 & #2				
PLA 008	30"	PLATANUS RADICATA	CALIFORNIA Sycamore	Single, Street

**WOODLAND BLOCK 2**

**TREES:**

PLA 009	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 010	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 011	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 012	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street

**SHADES/PERENNIALS:**

PLA 013	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 014	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 015	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 016	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street

**REPAIR/AN BIO-SHALES, BLOCK 6**

**TREES:**

PLA 017	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 018	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 019	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street

**SHADES/PERENNIALS:**

PLA 020	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 021	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 022	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 023	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street

**RETAIL AREAS @ VENTURA AVE.**

**TREES:**

PLA 024	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 025	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 026	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street

**SHADES/PERENNIALS:**

PLA 027	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 028	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 029	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 030	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street

**MEADOWY COASTAL, BLOCKS 4 AND 5**

**TREES:**

PLA 031	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 032	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street

**SHADES/PERENNIALS:**

PLA 033	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 034	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 035	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 036	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street

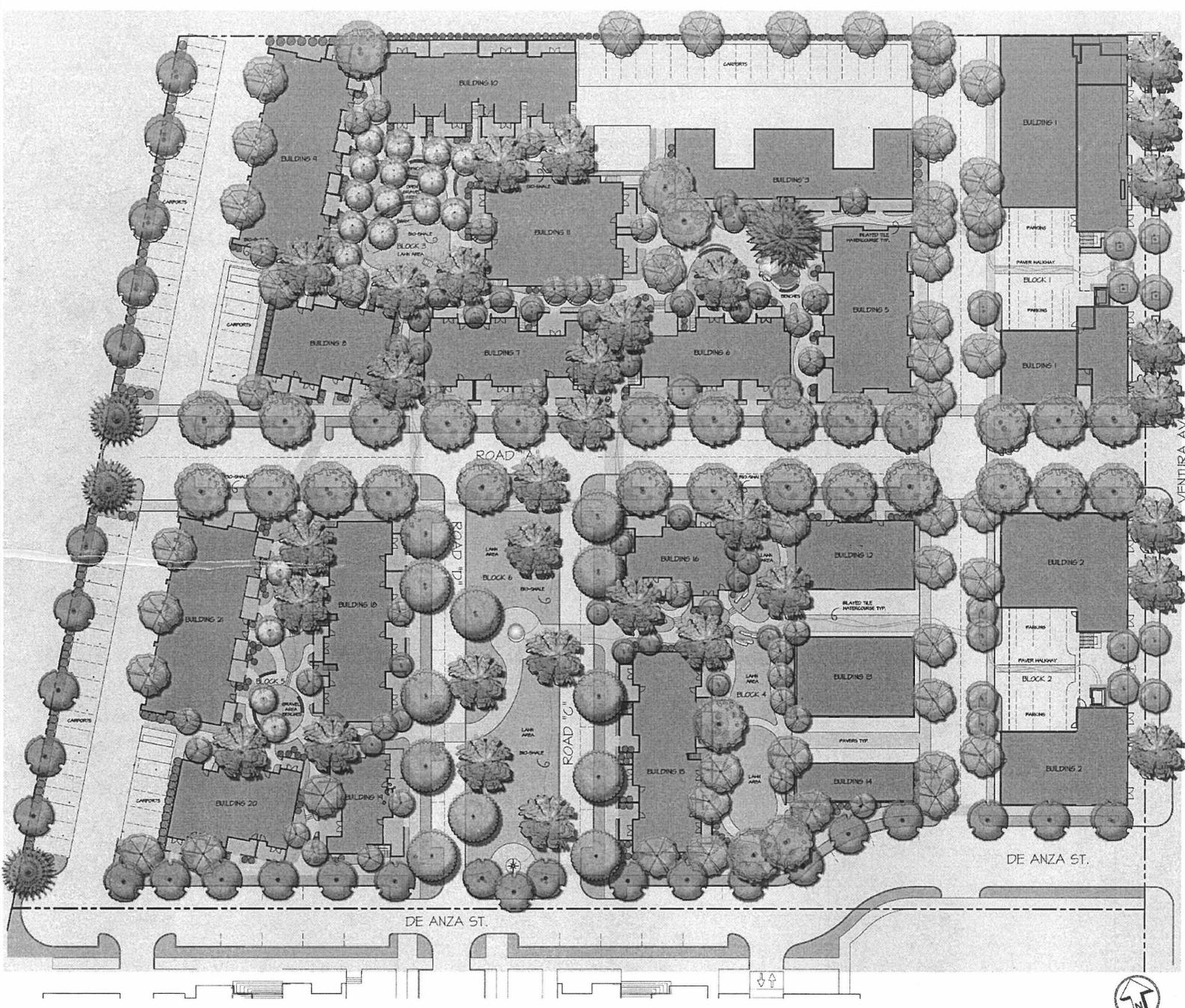
**DRY STREAM BEDS/ PARKWAY AND BIO-SHALES**

**SHADES/PERENNIALS:**

PLA 037	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 038	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 039	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street
PLA 040	30"	QUERCUS AGAGYRUS	RED-BELLIED PINOAC	Single, Street

**PRELIMINARY PLANT LIST**

QUERCUS AGAGYRUS	RED-BELLIED PINOAC



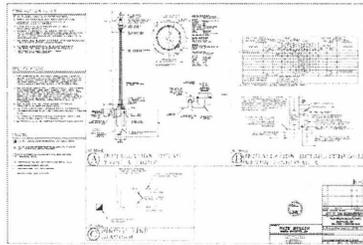
DE ANZA ST.

PRELIMINARY LANDSCAPE PLAN

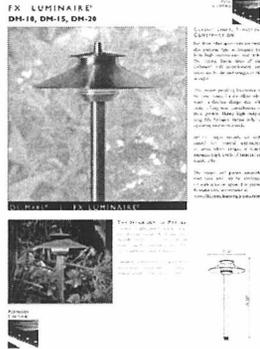
NORTH

SCALE: 1" = 50'-0"

Redwood , ironwood / open space



CITY OF VENTURA STREET LIGHT

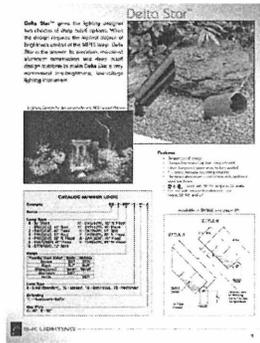


FX LUMINAIRE  
DH-18, DH-15, DH-28

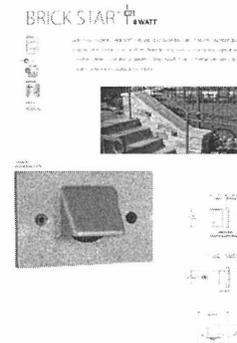
PATH LIGHT BY FX LUMINAIRE



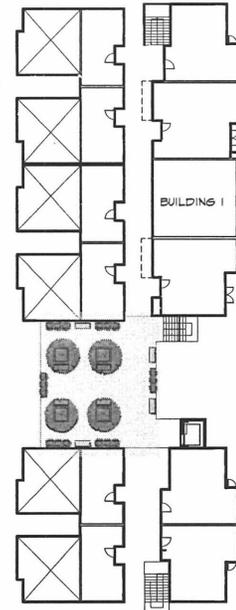
BOLLARD LIGHT BY GARDCO LIGHTING



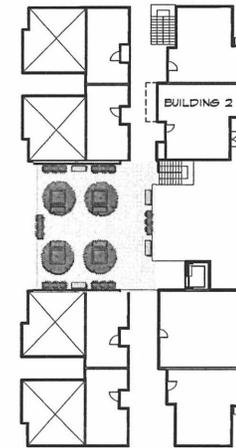
UP-LIGHT BY B-K LIGHTING



STEP/HALL LIGHT BY B-K LIGHTING



E-W STREET



DE ANZA STREET

N. VENTURA AVE

N. VENTURA AVE

**3rd LEVEL ROOF GARDENS:**

Size	Botanical Name	Common Name
<b>TREES:</b>		
24"	ARUNDO DONAX	STRAWBERRY TREE
24"	FRAXINUS OCCIDENTALIS	WESTERN REDWOOD
24"	NETRISOCORONIS EGGELSA	NEW ZEALAND SPASM TREE
24"	NYCTAGINUS OLEAGINOSUS	OLEANDER
24"	PRUNUS CANADENSIS	EVERGREEN PEAR
24"	THEVETIA PERUVIANA	YELLOW OLEANDER
<b>SHRUBS/ PERENNIALS:</b>		
18"	ADONIS	NEA
36"	AGAVE	AGAVE
36"	ASPARAGUS	LILY OF THE LILY
36"	ALOE PLICATILIS	FAN ALOE
36"	ANISODONTIS THY REBY	SEASIDE PANSY
18"	CAREX	SEDGE
36"	CYCAS REVOLUTA	SAGO PALM
36"	ECHEVERIA	HEAVEN AND GARDENS
36"	DRYMONDIA OCCIDENTALIS	LAVENDER STAR FLOWER
18"	HELIOTROPICUM PERUVIANUM	BLUE DART GRASS
18"	HYPERICALLIS ITR.	ST. JOHN'S WORT
36"	LIASIDON STEVENSII	ARMCHAIR PLANT
36"	LONGICARIA HILPENSISIANA	GIANT BLUE-STEM HONEYCREEPER
36"	MOSCATUS S. TORRENS LIGHT	JAPANESE SILVER GRASS
36"	PHORADENDRON	FLAX
<b>MITOSPORE:</b>		
36"	RHAPHIDOLEPSIS SPRING TREE	INDIAN HANTHORN
36"	SPINIFRONS BRILLIANT	TRICO HANTHORN
36"	TRACHELODENDRON LASERSONIDES	STAR JASMINE

- PLANTING NOTES:**
- CONTRACTOR TO BE RESPONSIBLE FOR COORDINATION WITH OWNER FOR LOCATION OF UNDERGROUND UTILITIES.
  - PLANT LIST IS FOR CONVENIENCE OF CONTRACTOR. PLAN IS TO PREVAIL AND LANDSCAPE ARCHITECT AND OWNER TO MAKE FINAL ADJUSTMENTS AS NECESSARY.
  - CONTRACTOR TO BE RESPONSIBLE FOR FULL IRRIGATION COVERAGE OF ALL PLANTED AREA.
  - IRRIGATION TO BE COORDINATED WITH PLANTING PLAN.
  - ALL PLANTER AREAS SHALL BE AMENDED WITH 4 CU YDS OF FOREST HESS MULCH AND 80 LBS. OF GRO-POWER PLUS PER 1000 SQ. FT. OF PLANTED AREA. PLANTER MIX TO BE SOIL NATIVE MIX SOIL AND 20% PLANTER MIX ABOVE FOR ALL BACK FILL OF NEW PLANTS.
  - PLANT MATERIAL MAY BE SUBJECT TO CHANGE AS PER OWNER OR LANDSCAPE ARCHITECTS DISCRETION.
  - ANY CLARIFICATION OR QUESTIONS ON PLANS, SPECIFICATIONS AND DETAILS SHOULD BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT IMMEDIATELY BEFORE PROCEEDING WITH WORK.
  - ALL PLANTER AREAS TO BE TOP DRESSED WITH SHREDDED CEDAR/ REDWOOD MULCH AT A DEPTH OF 2"-3".
  - ALL TREES SHALL BE PLANTED IN DEEP ROOT BOXES, (TYP) IF WITHIN 6FT. OF WALL, HALL, PATIO, PARKING CURB ETC.

PRELIMINARY ROOFTOP GARDEN PLAN & LIGHTING NORTH

SCALE: 1/8" = 1'-0"

REVISIONS BY

**EARTHFORM DESIGN**

PRELIMINARY ROOFTOP GARDEN PLAN & LIGHTING

NORTH VENTURA AVENUE  
2055 NORTH VENTURA AVE  
VENTURA, CA. 93001

DATE: 6/02/11  
SCALE: 1/16" = 1'-0"  
SHEET NO: 2-04  
PROJECT NO: VENTURA  
SHEET NO: 1-2

The designer warrants and represents that the information contained herein is true and correct to the best of his knowledge and belief. The designer shall not be held responsible for any errors or omissions in this plan or any other documents prepared by him or his firm. The designer shall not be held responsible for any errors or omissions in this plan or any other documents prepared by him or his firm. The designer shall not be held responsible for any errors or omissions in this plan or any other documents prepared by him or his firm.

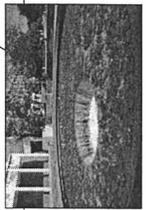
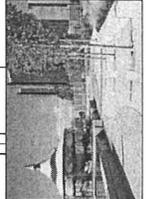
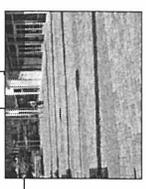
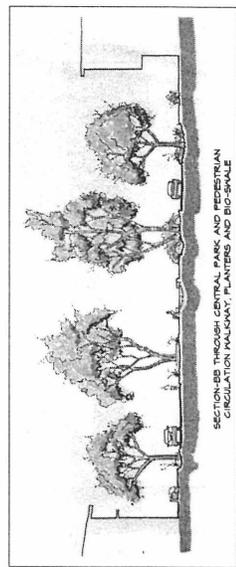
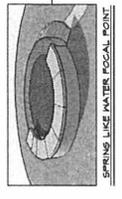
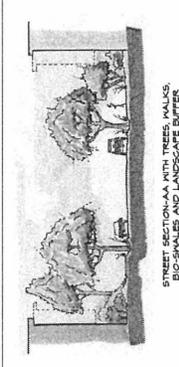
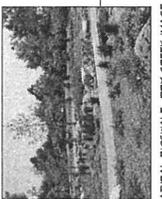
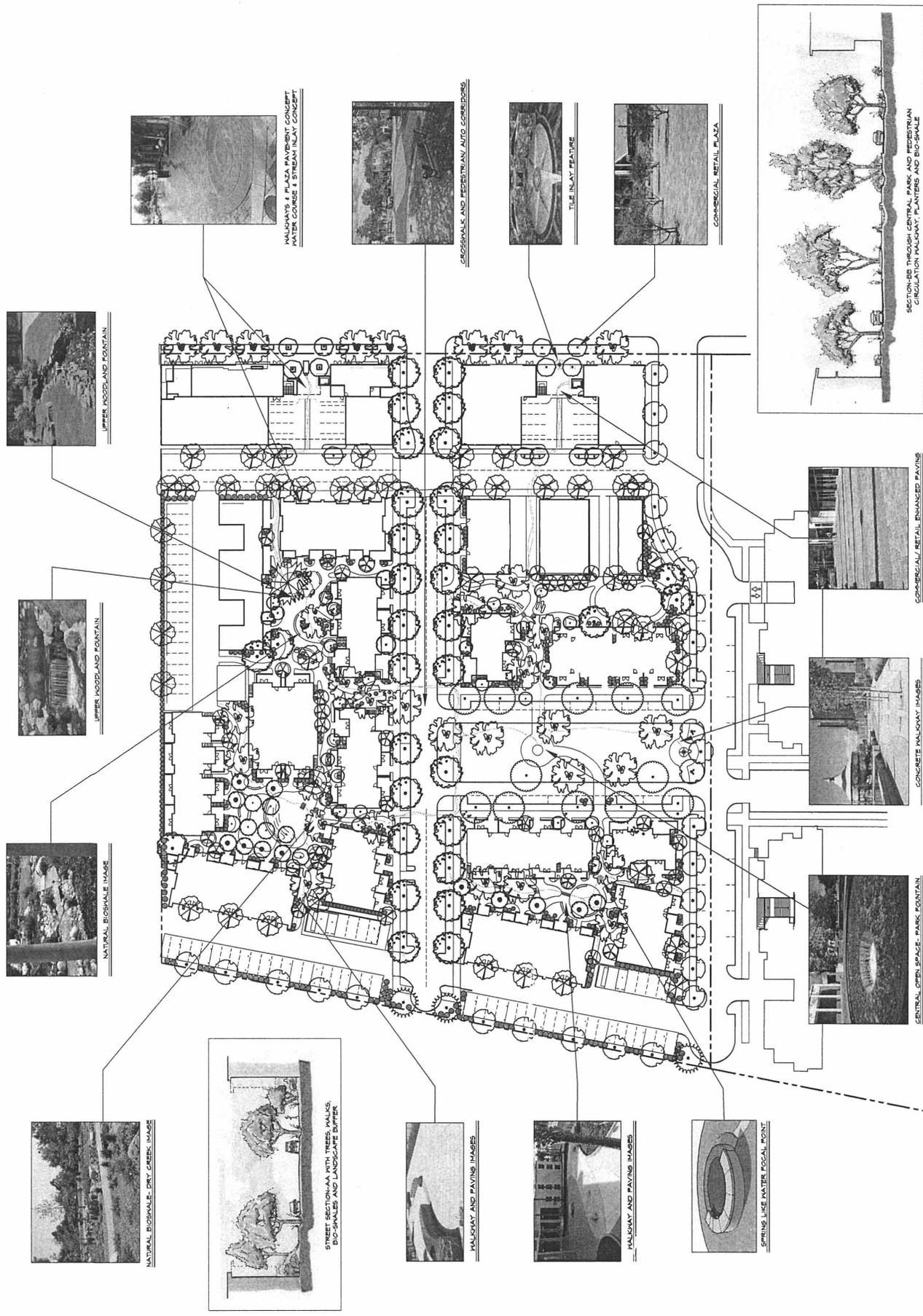
REVISIONS BY	DATE	DESCRIPTION

**EARTHFORM**  
 LANDSCAPE ARCHITECTURE, LAND PLANNING, URBAN DESIGN  
 1812 W. 10TH ST. SANTA ANA, CALIFORNIA 92703  
 TEL: (949) 993-8008 • FAX: (949) 955-8300  
 WWW.EARTHFORM.COM

# SITE FEATURE IMAGES & STREET SECTIONS

NORTH VENTURA AVENUE  
 2025 NORTH VENTURA AV  
 VENTURA, CA 93001

6/02/11  
 1"=30'-0"  
 JPM  
 VENTURA  
 NORTH  
 SCALE: 1" = 30'-0"



## SITE FEATURE IMAGES AND STREET SECTIONS

NORTH  
 SCALE: 1" = 30'-0"

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