



Planning Division  
501 Poli Street  
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**NOTICE OF INTENT  
TO ADOPT A MITIGATED NEGATIVE DECLARATION  
CITY OF SAN BUENAVENTURA, CALIFORNIA**

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

- A. Project Description for Case #PROJ-1857:** This environmental document analyzes an Amendment to the Saticoy Village Specific Plan to allow ground-floor residential on portions of Los Angeles Avenue and Snapdragon Avenue, and the reduction of a variety of setback and parking placement requirements. The specific plan amendments are associated with an accompanying entitlement for a 51-unit residential condominium development, and the anticipated build out of the remainder of the Specific Plan Area with a 50-unit, affordable-housing apartment development, a commercial retail development with up to 46,800 square feet of commercial and a mixed-use development of up to 38 dwelling units and 7,000 square feet of retail/ office on a total of 12.84 acres.
- B. Proposed Finding.** In accordance with the California Environmental Quality Act (CEQA) (Public Resource Code Section 21000 *et seq.*), and consistent with State CEQA Guidelines (California Code of Regulations) Section 15070, and following the completion of an Initial Study (IS), the Planning Division of the City of Ventura has determined that there is no substantial evidence that the proposed project would have a significant adverse 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 IS, 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.450.630 of the Municipal Code are present.
- D. Hazards:** The project site is not on any of the lists enumerated under California 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 MND begins on March 26, 2012 and ends 20 days thereafter on April 16, 2012. To view the draft document, please visit the city's website at: <http://www.cityofventura.net/cd/planning/devreview>.

Alternatively, the draft IS/MND and referenced project documents are available for review between 8:00 a.m. to 5:00 p.m., Monday through Friday (closed on alternate Fridays, including March 23<sup>rd</sup> and April 6<sup>th</sup> during the review period) 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 before the Planning Commission on April 25, 2012 at 6:00 pm in the City Council Chambers at City Hall located at 501 Poli Street, Ventura, CA 93001. Separate public noticing, confirming the date, time and location, will be provided prior to the public hearing. All comments concerning the draft IS/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 Iain Holt, Senior Planner, at (805) 654-7752. Written comments may be mailed or faxed [(805) 654-7560] to the City of Ventura, Planning Division, 501 Poli Street, CA 93001, or emailed directly to [iholt@ci.ventura.ca.us](mailto:iholt@ci.ventura.ca.us).

3/26/12  
Date

Iain Holt  
Iain Holt, Senior Planner

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



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## MITIGATED NEGATIVE DECLARATION PROJ-1857 CITY OF SAN BUENAVENTURA, CALIFORNIA

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

**Case #PROJ-1857:** This environmental document analyzes an Amendment to the Saticoy Village Specific Plan to allow ground-floor residential on portions of Los Angeles Avenue and Snapdragon Avenue and the reduction of a variety of setback and parking placement requirements. The specific plan amendments are associated with an accompanying entitlement for a 51-unit residential condominium development, and the anticipated build out of the remainder of the Specific Plan Area with a 50-unit, affordable-housing apartment development, a commercial retail development with up to 46,800 square feet of commercial and a mixed-use development of up to 38 dwelling units and 7,000 square feet of retail/office on a total of 12.84 acres.

In 1996 the City Council approved the Saticoy Village Specific Plan Mitigated Negative Declaration (EIR-2024) that evaluated the build out of the Specific Plan and Tentative Tract Map. The MND stipulated mitigation measures for soils, geology, air quality, cultural resources, public services, infrastructure, traffic, and schools. Since that time mitigation measures for soils, geology, public services, infrastructure and schools have been fully implemented through standard conditions applied to previous project approvals implementing the Specific Plan. The adopted mitigation measures were either already completed prior to recordation of the final tract map for the Specific Plan area or were contingent on the issuance of building permits for individual projects.

Previous Mitigated Negative Declaration (Case # 2511), adopted July 2009, considered the development of two projects located on the same subject property within the Saticoy Village Specific Plan area, and specified mitigation measures for traffic, cultural resources and construction-related (i.e., short-term) air quality impacts. The two projects considered under the previous MND (Case #2511) included: 1) the East Village Partners, LLC project, which is a single-story commercial development consisting of 84,980 square feet of commercial space arranged within three blocks on 8.51 acres; and 2) the Jen Ven Village, LLC three-story, mixed-use development consisting of 83 residential condominium dwelling units and 23,691 square feet of commercial retail space on 4.33 acres.

This environmental review for the Saticoy Village Specific Plan Amendment tiers off of the Mitigated Negative Declaration (EIR-2024) for the 1996 adoption of the Specific Plan and Mitigated Negative Declaration (EIR-2511) for the 2009 commercial and mixed use developments. The analysis only considers the changes to previous entitlements as

presented by the Specific Plan Amendment, which includes an increase from a total of 192 to 250 dwelling units (+58 units) and decrease of 106,159 to 55,600 square feet of commercial space (-50,559 square feet).

**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	<p><b>Cultural Resources.</b> If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</p>	Less than significant	Applicant and City of Ventura
C-2	<p><b>Cultural Resources.</b> The applicant shall retain the services of a Native American monitor to inspect grading activities associated with project construction. Whenever the Native American monitor 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 an 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.</p> <p>Monitoring will consist of the Native American monitor 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</p>	Less than significant	Applicant and City of Ventura

Impact	Recommended Mitigation Measures	After Mitigation	Responsible Party
	<p>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>		
<p><b>N-1</b></p>	<p><b>Exterior Noise Reduction.</b> Prior to submittal for permits to the Inspection Services Division, an acoustical analysis shall be conducted to determine if a noise attenuation wall must be constructed to ensure the noise levels in the courtyard areas do not exceed the 65 dBA CNEL. A six-foot sound wall or other noise attenuation design shall be considered around the building courtyards onsite, especially in areas oriented towards Wells Road.</p>	<p>Less than significant</p>	<p>Applicant and City of Ventura</p>
<p><b>N-2</b></p>	<p><b>Interior Noise Reduction.</b> Plans submitted to the Inspection Services Division for purposes of obtaining building permits shall illustrate that noise attenuation features or their equivalent shall be incorporated into the residences to achieve an interior noise level of 45 dBA CNEL or less. At a minimum, the features shall include those listed in the referenced noise study.</p> <p>Prior to issuance of occupancy permits, interior noise measurements shall be conducted in order to demonstrate that interior noise levels are below 45 dBA CNEL (24-hour reading) with windows and doors closed.</p> <p>In the event that the study identifies existing and/or potential future interior noise levels that exceed significance thresholds, the study shall also include a contingency plan recommending feasible additional measures to reduce noise levels below threshold. The applicant shall, prior to the occupancy of all impacted units, obtain Community Development Director approval of said contingency plan and implement it to reduce noise levels below threshold. Such contingency plan may include, without limitation, the modification of constructed residences with construction materials/methods resulting in noise reduction below the threshold of significance.</p>	<p>Less than significant</p>	<p>Applicant and City of Ventura</p>

Impact	Recommended Mitigation Measures	After Mitigation	Responsible Party
	<p>Plans submitted to the Inspections Services Division for purposes of obtaining building permits should illustrate that residences facing Los Angeles Avenue, and between Los Angeles Avenue and Wells Road will ultimately be constructed to include the following:</p> <ul style="list-style-type: none"> <li>a) Windows facing the street shall be dual pane, laminated with a Sound Transmission Class (STC) rating of at least 35;</li> <li>b) Exterior walls facing the street shall be constructed of staggered wood studs, or equipped with a resilient channel between the studs and wallboard, or any other wall system with an STC rating of at least 45;</li> <li>c) Exterior doors facing the street shall be of a sound insulating design with a STC rating of at least 38; and</li> <li>d) All exterior doors and windows shall be installed with proper weather stripping.</li> <li>e) Roof construction of concrete tile with 15/32-inch plywood, R-30 batt insulation in the attic, and a layer of ½-inch thick gypsum board separating the attic from living areas;</li> </ul> <p>All vents piercing attic space shall be faced opposite to US Highway 126 and Wells Road.</p>		
T-1	<p><b>Darling Road/Wells Road contribution to Non-committed improvements.</b> The Saticoy Village Specific Plan buildout would generate a cumulative impact at this intersection during the P.M. peak hour. The intersection is forecast to operate at LOS D assuming the non-committed improvements. The additional non-committed improvements that were identified in the 2005 Ventura General Plan EIR for this intersection are to add an eastbound left-turn lane, a second southbound left-turn lane and a second westbound left-turn lane. The project would contribute its proportionate share of the implementation costs for the additional non-</p>	Less than significant	Applicant and City of Ventura

Impact	Recommended Mitigation Measures	After Mitigation	Responsible Party
	committed improvements		

Attachments:

- A. Initial Study/MND PROJ#1857
  - a. Vicinity Map
  - b. Reduced Set of Plans
  - c. Air Pollution Emissions Calculations
  - d. Sewer System Analysis (Flow Monitoring and Hydraulic Modeling)



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**INITIAL STUDY  
MITIGATED NEGATIVE DECLARATION PROJ#1857**

Project Title: Saticoy Village Specific Plan Amendment  
Applicant: Jen Ven Village, LLC & East Village Partners LLC  
Case #'s: SPA-1-11-4791, TTM-4-11-5692, DRC-12-10-4609, V-4-11-5693

March 20, 2012

**I. INTRODUCTION:**

This initial study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines, as revised. CEQA Guidelines Section 15063(c) indicates that the purposes of an Initial Study is to:

1. Provide the Lead Agency (i.e.: the City of Ventura) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration.
2. Enable the applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
  - Focusing the EIR on the effects determined to be significant;
  - Identifying the effects determined not to be significant;
  - Explaining the reasons why potentially significant effects would not be significant; and
  - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previous EIR could be used with the project.

## CITY OF VENTURA

### II. INITIAL STUDY CHECKLIST FORM

1. **Project Title:** Island View Apartments at Alameda Ave. and 8<sup>th</sup> Street
2. **Lead Agency Name and Address:** City of Ventura, Planning Division, 501 Poli Street, Ventura, CA 93001.
3. **Contact Person and Phone Number:** Iain Holt, Senior Planner, 805-654-7752
4. **Project Location:** South east of Wells Road and Darling Road and north and west of the intersection of Los Angeles Avenue and Snapdragon Avenue
5. **Assessor Parcel Numbers:** 090-0-280-015, 035, 045, 055, 065, 075, 085, 095, 145, 175, 185, 195, 205, 215, 225
6. **Project Applicant/Name and Address:** Jenven Village LLC, 1672 Donlon Street, Ventura, CA 93003, Ventura East Village, LLC, 407-C Bryant Circle, Ojai, CA 93023
7. **Land Use Characteristics and Adjacent Land Use:** Vacant site/ Residential to the west, commercial center to the north, Wells Road and Ventura County Golf Course to the west, and vacant land to the north.
8. **General Plan Land Use Designations:** Planned Coastal Mixed Use Development
9. **Zoning:** M-X-D
10. **Project Description:** Amendment to the Saticoy Village Specific Plan to allow ground floor residential on portions of Los Angeles Avenue and Snapdragon Avenue and the reduction of a variety of setback and parking placement requirements. The specific plan amendments are associated with an accompanying entitlement for a 51-unit residential condominium development, and the anticipated build out of the remainder of the Specific Plan Area with a 50-unit, affordable-housing apartment development, a commercial retail development with up to 46,800 square feet of commercial and a mixed-use development of up to 38 dwelling units and 7,000 square feet of retail/ office on a total of 12.84 acres.

#### **Discretionary Permits and Approvals Required:**

Specific Plan Amendment  
Tentative Tract Map  
Variance for Tandem Parking  
Design Review

11. **Approvals required by other public agencies:** None

**III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology /Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water Quality
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise
<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

**IV. CONCLUSION AND ACTION.**

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.
<input checked="" type="checkbox"/>	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.
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\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Title

**V. 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 factors 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 off-site 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 (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

- 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 should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are 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) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
  
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
  
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
  
- 9) 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

**VI. ENVIRONMENTAL IMPACT EVALUATION.**

**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]-			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
Well Planned & Designed Community; FEIR GP, 4.1-Aesthetics)				
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; SBRA)			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; MCDC)			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. Development facilitated by the proposed Specific Plan would alter the visual character of the plan area by replacing existing agricultural land with residential and commercial uses. Although some individuals may view this change as adverse, the change and proposed intensification for this area was envisioned in the Ventura General Plan and the proposed development would not create an aesthetically offensive condition.
2. Wells Road. Following development, viewers along Wells Road would see primarily multi-family residential structures if looking to the west. The visually sensitive designation for Wells Road is intended to preserve views of the hillsides, which are visible when

traveling northbound toward the hillsides at the terminus of Wells Road. The proposed development would not interfere with views of the hillsides, as the Wells Corridor leads straight to the hillsides, while the proposed development would occur adjacent the western boundary of Wells Road. Thus, the project's effects with respect to the Wells Road visual corridor and obstruction of hillside views would be less than significant.

3. The future development is subject to review by the City's Design Review Committee to further ensure that the development would be compatible with surrounding neighborhoods and consistent with adopted City design guidelines. Given the above, the two projects would have no impact with respect to the creation of an offensive aesthetic condition.
4. The Specific Plan Amendment changes setbacks and ground-floor building frontages within the Specific Plan area will not result in adverse aesthetic impacts, because development will still be guided by adopted design guidelines and subject to approval by the Design Review Committee.
5. Development of the plan area would introduce street lighting and possibly parking lot and outdoor building lighting associated with the community facility and the commercial retail components. While this would introduce lighting onto parcels not currently illuminated, this lighting would be of a character normally associated with urban development, and would be regulated for different applications through lighting standards contained in the form based development code. Thus, the introduction of these sources of lighting should not adversely affect any sensitive uses in the vicinity. In addition, street lighting currently exists in the neighborhoods to the north, east, and west. Any development within the plan area would be required to conform to the development code, which provides for enhancement of exposure to light and air and includes setbacks, lot coverage, and parking lot lighting standards to ensure that new structures would not affect adjacent uses. As such, the project's impact with regard to light generation and sunlight obstruction would be less than significant.

**Mitigation/Residual Impact(s):** Based on the discussion above, the proposed project would have less than significant impacts to aesthetics.

**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			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
Resource Agency, to non-agricultural use? (2005 General Plan; FEIR, 4.2- Agriculture)				
2. Conflict with an existing agricultural zone or Williamson Act contract? (2005 General Plan; FEIR, 4.2- Agriculture)			X	
3. 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 2005 General Plan FEIR identified the subject property as Farmland of Statewide Importance as defined by the U.S. Soil Conservation Service Important Farmlands Inventory system, and that conversion of Farmland of Statewide Importance into non-agricultural use would be considered a significant impact. However, during adoption of the 2005 Ventura General Plan, the City Council considered the conversion of agricultural lands within the City's sphere of influence and determined that public benefits of the General Plan outweigh certain unavoidable adverse environmental effects, including the conversion of agricultural land, as identified in the City Council's findings of overriding consideration. Therefore, the project, through prior impact assessment and determination documented in the certified 2005 General Plan FEIR, would not have a significant impact on agricultural lands.
2. The project is not subject to a Williamson Act contract. The property is designated neighborhood low under the City's 2005 General Plan and the current County zoning designation is Saticoy Village Specific Plan. Thus, the two projects would not conflict with an agricultural land use or zoning designation. No impact would occur.
3. The property has not been used for agricultural purposes within the last 13 years.

**Mitigation/Residual Impact(s):** Based on the above discussion, the proposed project would have a less than significant impact to agricultural resources.

**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	
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 each site's mobile emission sources, and the Ventura County Air Pollution Control District (VCAPCD) has oversight on the regulation of stationary sources. Based on recommendations by the VCAPCD on February 2011, the California Emission Estimator Model (CALEEmod) (Version 2011.1.1) software program was utilized to calculate both expected construction and operational related air emissions for the project (Attachment C).

For purposes of identifying established air quality impact thresholds, the VCAPCD considers 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 occur 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: The original environmental document for the Saticoy Village Specific Plan required air quality mitigation measures, that have since been incorporated into the City of Ventura standard conditions during the grading and construction of projects. Though the Air Pollution Control District does require mitigation for 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 NO<sub>x</sub> 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.
  - c) Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible.
- 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 and during grading and/or excavation activities.
  - 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 using the following procedures:
  - a) On-site vehicle speed shall be limited to 15-mph.
  - b) All areas with vehicle traffic shall be watered periodically.
  - c) Use of petroleum-based dust palliatives shall meet the road oil requirements of Ventura County APCD Rule 74.4, Cutback Asphalt.
  - d) 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.

Operational Related Impacts: 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 NO<sub>x</sub> (Attachment C). The results in Table 1 indicate project-related emissions would not exceed the 25 lbs/day VCAPCD significant threshold for ROG by about 4.16 lbs and not exceed the 25 lbs/day NO<sub>x</sub> threshold by about 0.77 lbs. 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	6.06	0.14
Energy	0.09	0.79
Mobile	14.69	23.3
<b>Total</b>	<b>14.69</b>	<b>24.23</b>
<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 154 dwelling units or a potential for 385 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 one above.
3. See item one above.
4. The neighborhood use proposed would not be anticipated to generate any substantial pollutant concentrations.
5. The project would provide for a combination of commercial and residential 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 discussion above, the proposed project would have a less than significant impact to air quality.

**D. Biological Resources:**

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

<b>Would the project:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				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? (GP FEIR, 4.4- Biological				X

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
Resources; Local Coastal Plan)				
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (MCDC, 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:**

**1-6)** The project site area is a vacant field identified as herbaceous grassland in the 2005 General Plan EIR. The project site does not contain any known species that are considered unique, rare, threatened, or endangered. Nor is the site considered critical habitat. The surrounding area contains no wetland, riparian habitat, or native plant or animal community of concern.

**Mitigation/Residual Impact(s):** Based on the above discussion, the proposed project would have no impact to biological resource.

**E. Cultural Resources:**

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (GP FEIR, 4.5- Cultural Resources; San Buenaventura Research Assoc. [SBRA])				X
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (GP FEIR, 4.5- Cultural Resources; SBRA)		X		
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (GP FEIR, 4.5- Cultural Resources; SBRA)		X		
4. Disturb any human remains, including those interred outside of formal cemeteries? (GP FEIR, 4.5- Cultural Resources; SBRA)			X	

**Impact Discussion:**

1. The subject property is not identified as a historic property nor constitutes any historic resources.
2. Based on a review of available cultural resources maps, the project site is not identified within a Sensitive Native American Resources area. The proposed project is not anticipated to result in significant impacts to archaeological resources and human remains, and implementation of the recommended mitigation measures (provided below) would provide an added level of assurance that the project will have a less than significant impact. However, there still remains the potential to encounter significant belowground cultural resources and mitigation measures are proposed to reduce the potential discovery of resources to a less than significant level.
3. The site is not known to contain paleontological resources, nor are there currently unique geologic features on the property. The mitigation measures proposed for this section would suffice in the advent such resources were encountered.
4. The proposed project is not located within the proximity of existing cemeteries or burial grounds.

**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** If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- C-2** The applicant shall retain the services of a Native American monitor to inspect grading activities associated with project construction. Whenever the Native American monitor 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 an 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 Native American monitor 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.

**F. Geology and Soils:**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impacts</b>
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (GP FEIR, 4.6- Geologic Hazards)				
ii) Strong seismic ground shaking? (GP FEIR, 4.6- Geologic Hazards)			X	
iii) Seismic-related ground failure, including liquefaction? (GP FEIR, 4.6- Geologic Hazards)			X	
iv) Landslides? (GP FEIR, 4.6- Geologic Hazards)			X	
2. Result in substantial soil erosion or the loss of topsoil? (GP FEIR, 4.6- Geologic Hazards)			X	
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (GP FEIR, 4.6- Geologic Hazards)			X	
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

**Impact Discussion:**

- 4. The City of Ventura lies in a highly active earthquake region and is subject to various seismic and geologic hazards. The entire planning area of Ventura is subject to severe groundshaking from a number of in the region. The Ventura-Foothill Alquist-Priolo is the nearest known fault zone to the project area, located approximately 2 miles away and it trends east to west across the northern section of the city near the base of the foothills. Properties along this fault have the highest potential for surface rupture in the city. Ground shaking and surface rupture could damage structures and/or create adverse safety conditions. The closest fault to the project site is the Country Club Fault is approximately 0.5 miles away, which is considered potentially active but not designated as an Alquist-Priolo Special Study Zone. However, compliance with City policies, in combination with the requirements of the California Building Code and the Aliquist-Priolo

legislation, would reduce the risk associated with ground shaking and surface ruptures to a less than significant level.

The proposed project is located within an area not subject to subsidence/landslide. The project is located in an area known to have low expansive soils and a small portion of the Wells Road frontage may be in a Liquefaction hazard zone as identified in the 2005 General Plan EIR. The development proposal would not result in substantial grading or changes in natural topography since the area in question is relatively level; consequently, no impacts are therefore anticipated.

The upper soils within the project site are identified as clayey silts or silty clays. The clayey soils exhibit a moderately high swell potential (Expansion Index of 97) and are subject to volumetric changes if moisture contents vary. The clayey soil, in its present condition, poses moderate hazards to construction in terms of possible post-construction movement of the foundations and floor systems if no mitigation measures are employed. The estimated swell pressures of the clayey material may cause movement affecting slabs and brittle exterior finishes. To minimize the potential soil movement, it is recommended that the upper 24 inches of soil within the concrete slab and exterior flatwork areas be replaced with "non-expansive" soils (with EI  $\leq$  20). The shrinkage of recompacted soil and fill placement is estimated at 10 to 15 percent. This value is an estimate and may vary significantly depending on several items including soil conditions, compaction effort, weather, etc. Subsidence within building areas, below the Engineered Fill, is anticipated to be less than 0.02 feet, due to the recommended over-excavation. Subsidence within parking areas, below the 12-inch recompaction depth, is estimated at 0.05 feet.

Based on the foregoing and the further evaluation of a full geotechnical evaluation in conjunction with the grading and building foundation design at the time of grading plan review, the project does not present any significant impacts to the Geology and Soils of the site.

**Mitigation/Residual Impact(s):** Given the above, project implementation would have a less than significant impact with regard to the geology and soils issue area. 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	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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.

- The California Air Resource Board was 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 assess emission reductions from various types of land use planning and development mitigation measures. According to CAPCOA, increasing density reduces VMT and associated air pollutant emissions. The project incorporates many CAPCOA recommendations into the design including bicycle parking and Title 24 compliance measures.

**Mitigation/Residual Impact(s):** Given the above, project implementation would have a less than significant impact with regard to the greenhouse gas emissions issue area. No mitigation measures are required.

**H. Hazards and Hazardous Materials.**

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

**Impact Discussion:**

1. The project would not involve transport, use or disposal of hazardous materials, nor would it create a significant hazard to the public, produce any accidents or conditions involving the release of hazardous materials into the environment. The storage of hazardous materials, in quantities sufficient to present a significant hazard to the public or environment would not result from the project.
2. Based on a site reconnaissance, no significant quantities of hazardous or toxic materials were observed on the subject property.
3. Based on the 2005 General Plan, there is a presence of a private academic institution located on Main Street. However, the results of the report provided no detection of hazardous or toxic materials on the subject property. Therefore, no impact would result within the vicinity of the private institution.

4. The City of Ventura Fire Department maintains records on hazardous material use and storage and the installation of USTs for properties within the city. According to the Fire Prevention Technician in the department, no records regarding hazardous materials were or are present of the subject property.
5. The subject property is not located in the vicinity of a designated airport land use, nor is within a two-mile radius of a public airport; therefore, no hazards are known to impact public safety.
6. The subject property is not located within a vicinity of a private airstrip.
7. The subject property and proposed development would not conflict or otherwise interfere with emergency response or emergency evacuation plans. No development or uses would conflict with existing evacuation routes.
8. The subject property does not identify any neighboring wildlands that would be subject to wildland fires. Therefore, no impact would result to threaten public safety and amenities.

**Mitigation/Residual Impact(s):** Based on the above discussion, the project would have no impacts or less than significant impacts with regard to Hazards and Hazardous Materials. Therefore, no mitigation measures are required.

**I. Hydrology and Water Quality:**

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Violate any water quality standards or waste discharge requirements?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	

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

**Impact Discussion:**

1. Discharges into surface waters will be altered as a result of the project. Runoff pollutants such 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, the project will incorporate bio-filtration swales or other stormwater filtration methods as part of the drainage design and is subject to the 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.

The May 2011 update to the Ventura County Technical Guidance Manual for Stormwater Quality Control Manual had an effective date of October 11, 2011. Projects deemed complete prior to this date were not subject to the updated regulations. However, the project will be subject to the standard conditions that require the development to obtain a National Pollution Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, and comply with the County-wide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). With regard to the increase in erosion potential, the 2000 Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requires proposed developments to control the post-development peak storm water runoff discharge rates to maintain or reduce pre-development downstream erosion and to protect stream habitat. This affects both large and small storm water flows. Compliance with the aforementioned SQUIMP will address the projects impacts to the Brown Barranca.

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

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

The SQUIMP addresses storm water pollution from new development and redevelopment by the private sector, and contains a list of the minimum required Best Management Practices (BMPs) required for a designated project. A BMP is defined as any program, technology, process, siting criteria, operating method, measure, or device that controls, prevents, removes, or reduces pollution. Per the SQUIMP, BMPs can be used for minimizing the introduction of pollutants of concern that may result in significant impacts to the storm water conveyance system from site runoff. Therefore, based on proposed improvements and standard conditions, specific plan implementation would have a less than significant impact on storm drainage facilities.

1. See the discussion under items one above. For more information please refer to the discussion under Utilities and Service Systems.

2. The project area is surrounded on three-sides by an established urban environment. Although the proposed change of use from vacant land to residential uses will result in an increase in the amount of impermeable surfaces, which will in turn alter the amount of surface water and the course and/or direction of on-site drainage, new construction will be required to comply with standard City conditions regulating stormwater runoff to ensure that the construction would have a less than significant impact with regard to the issue of stormwater quality. Stormwater issues were discussed in more detail in the Utilities and Service Systems section.
3. 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 the 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.
4. The project would not result in any direct impact with regard to the degradation of water quality since it would utilize City water, and additionally the project site is not known to be a contributor to the aquifer.
5. According to the 2005 General Plan FEIR, the project area is not located within a 500-year flood plain, a 100-year flood plain, or a floodway. The flood boundaries utilized in this map are derived from the September 1986 and August 1987 Flood Insurance Rate Maps (FIRM) compiled for the Federal Insurance Administration to implement the National Flood Insurance Act. Therefore, the project will not place any structures within a flood hazard area and no impacts are anticipated.
6. See the discussion under items six above.
7. See the discussion under items six above.
8. The project site is not located within a Tsunami Hazard Zone or subject to seiche and mudflow from adjacent lands or watersheds in the vicinity.

**Mitigation/Residual Impact(s):** Given the above, the proposed project would have a less than significant impact with regard to the Hydrology and Water Quality issue area. No mitigation measures are required.

**J. Land Use and Planning:**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impacts</b>
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 area is situated within the Saticoy Village Specific Plan as adopted in 1996 and identified in the City of Ventura 2005 General Plan.
2. The entire Saticoy Village Specific Plan is zoned Mixed Use Development, which allows a combination of commercial and residential uses. The Specific Plan Amendment will change that limitation to allow ground floor residential generally along the extension of Los Angeles Avenue and the southern portion of Snapdragon Ave. The Specific Plan Amendment would also address changes necessary to the setback limitations. Both these request have been screened on a Preliminary Basis by the City Council of Ventura and are found to be consistent with the General Plan. The proposed project is not subject to any other outside agency land use limitations or regulation. As such, the project would not conflict with any land use, policy and regulation.
3. There is no City of Ventura Habitat Conservation, but the General Plan contains policies protecting existing wetland and riparian areas. The project does not include any such area subject to the conservation policies of the General Plan.

**Mitigation/Residual Impacts:** Based on the above discussion, the project would have no impacts or less than significant impacts with regard to Land Use. Therefore, no mitigation measures are required.

**K. Mineral Resources:**

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

**Impact Discussion:**

- 2. The subject site is not situated in an area that contains petroleum or aggregate resources or any other known mineral resources per the 2005 General Plan EIR. The 2005 General Plan FEIR does not identify the site as a designated mineral resource recovery site.

**Mitigation/Residual Impacts:** Given the above, the proposed project would have no impact with regard to the Mineral Resources issue area. No mitigation measures are required.

**L. Noise:**

Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

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

**Impact Discussion:**

- As outlined in the Noise Element of the City's General Plan, the significance threshold for noise from commercial uses is 60-65 Community Noise Equivalent Level (CNEL) decibels (dBA). Typical noise levels from "hard" surfaces attenuate at a rate of about 6 dBA per doubling of distance. The City's Noise Ordinance (No. 87-19) restricts construction activity to the hours between 7 A.M. and 10 P.M., when people are generally less sensitive to noise. The City's Noise Map indicates the project site in the vicinity of the Highway 101 and is located within the 65-dBA through 70-dBA contours.

Action 7.32 of the Ventura General Plan states that in order to minimize the harmful effects of noise acoustical analysis would be required for new residential development within the mapped 60-65 dBA CNEL contour or within any area designated for mixed-use development, and require mitigation necessary to ensure that:

- Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dBA CNEL, and
- Interior noise in habitable rooms of new residences does not exceed 45 dBA CNEL with all windows closed.

According to the Noise Element, the proposed residential and retail development uses

are not considered "sensitive" noise receptors. Other similar uses in the vicinity are not significantly impacted by the adjoining freeway and industrial noise.

The placement of residential and other noise-sensitive uses in proximity to heavily traveled roadways such as Wells Road could potentially expose such residents to noise levels that exceed the City's 65 dBA CNEL exterior standard. General Plan Action 7.32 requires acoustical analyses for projects where exterior noise levels may exceed 60 dBA CNEL and requires mitigation to reduce exterior levels to 65 dBA CNEL or lower and reduce interior noise levels to 45 dBA or lower. In addition, pursuant to the General Plan, the City's Noise Ordinance would be updated to provide noise standards for residential projects and residential components of mixed-use projects within commercial areas.

Under the 2005 General Plan Figure 4.10-4 Future Noise Contours (CNEL) the residential portions of the project site are primarily located within the future 60-65 dBA contour and a smaller portion is located within the 65-70 dBA contour area. Most of the outdoor spaces situated within the Jenven Village LLC project are situated outside the 60-65 dBA contour levels and the common courtyards are situated behind the two story buildings. The future 50-unit apartment project has a portion of the site within the 65-70 dBA contour levels, but the courtyard space is also situated on the interior of the two-story building. In order to comply with the interior noise thresholds, interior noise mitigation is recommended to ensure that the building construction contains proper attenuation techniques.

2. The proposed project is not known to generate any excessive ground borne vibration or noise levels. The primary vibration source generally associated with the development of buildings results from the use of various equipment utilized during construction of foundations.
3. The proposed project is not known to generate a permanent increase in noise levels. The primary vibration source generally associated with the development of buildings results from the use of various equipment utilized during construction of foundations.
4. The subject property is currently vacant. 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 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.
5. -6. The subject property is not located in the vicinity of a designated airport land use, private airstrip, nor is within a two-mile radius of a public airport; therefore, no impact is known to public safety.

**Mitigation/Residual Impact(s):** The following mitigation measure is required to reduce the project's impact upon the noise issue area to a less than significant level:

**N-1 Exterior Noise Reduction.** Prior to submittal for permits to the Inspection Services

Division, an acoustical analysis shall be conducted to determine if a noise attenuation wall must be constructed to ensure the noise levels in the courtyard areas do not exceed the 65 dBA CNEL. A six-foot sound wall or other noise attenuation design shall be considered around the building courtyards onsite, especially in areas oriented towards Wells Road.

**N-2 Interior Noise Reduction.** Plans submitted to the Inspection Services Division for purposes of obtaining building permits shall illustrate that noise attenuation features or their equivalent shall be incorporated into the residences to achieve an interior noise level of 45 dBA CNEL or less. At a minimum, the features shall include those listed in the referenced noise study.

Prior to issuance of occupancy permits, interior noise measurements shall be conducted in order to demonstrate that interior noise levels are below 45 dBA CNEL (24-hour reading) with windows and doors closed.

In the event that the study identifies existing and/or potential future interior noise levels that exceed significance thresholds, the study shall also include a contingency plan recommending feasible additional measures to reduce noise levels below threshold. The applicant shall, prior to the occupancy of all impacted units, obtain Community Development Director approval of said contingency plan and implement it to reduce noise levels below threshold. Such contingency plan may include, without limitation, the modification of constructed residences with construction materials/methods resulting in noise reduction below the threshold of significance.

Plans submitted to the Inspections Services Division for purposes of obtaining building permits should illustrate that residences facing Los Angeles Avenue, and between Los Angeles Avenue and Wells Road. will ultimately be constructed to include the following:

- a) Windows facing the street shall be dual pane, laminated with a Sound Transmission Class (STC) rating of at least 35;
- b) Exterior walls facing the street shall be constructed of staggered wood studs, or equipped with a resilient channel between the studs and wallboard, or any other wall system with an STC rating of at least 45;
- c) Exterior doors facing the street shall be of a sound insulating design with a STC rating of at least 38; and
- d) All exterior doors and windows shall be installed with proper weather stripping.
- e) Roof construction of concrete tile with 15/32-inch plywood, R-30 batt insulation in the attic, and a layer of ½-inch thick gypsum board separating the attic from living areas;
- f) All vents piercing attic space shall be faced opposite to US Highway 126 and Wells Road.

Based on the above discussion of this issue and incorporation of Mitigation Measures N-1

and N-2, the proposed project would have a less than significant impact with regard to noise.

**M. Population and Housing:**

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

**Impact Discussion:**

1. According to the Department of Finance estimates, population within the City of Ventura was estimated to be 100,916 persons in the year 2000, and 106,433 persons as of 2010 Census. A proposed project will have a significant impact to population and housing if implementation would cumulatively exceed official regional or local population projections; induce substantial growth in an area either directly or indirectly; or displace existing housing, especially affordable housing. The City of Ventura is located within the regional planning area of the Southern California Association of Governments (SCAG), and Ventura Local Planning area of the Ventura Air Pollution Control District. The Southern California Association of Governments 2004 Regional Transportation Plan establishes adopted growth forecasts for local jurisdictions within the Southern California region. The adopted regional forecast for the City of Ventura is 101,002 persons by the year 2000, 109,087 persons by the year 2005, and 116,247 persons by the year 2010. The Ventura County Air Pollution Control District adopted population projection for the Ventura local planning area is 114,000 persons by the year 2004, and 115,000 by the year 2005. The proposed project consists of 91 known dwelling units and potential for up to 38 dwelling units as part of a different multi family development within the Saticoy Village Specific Plan area. As a result, a population increase of approximately 323 people would not exceed regional or local growth projections. Therefore, no significant impacts to

population are expected.

2. There is no presence of residential development on-site. Therefore, no impact would result to displacing existing residential development.
3. The proposed development is on vacant undeveloped property which does not create any displacement of current personnel on the site. Therefore, no impact is associated to the residing people or community.

**Mitigation/Residual Impact(s):** Based on the above discussion, the project would have no impact with regard to Population and Housing. Therefore, no mitigation measures are required.

**N. Public Services:**

<b>Would the project have an effect on or result in a need for new or altered government services in any of the following areas:</b>	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigated</b>	<b>Less Than Significant Impact</b>	<b>No Impacts</b>
1. Fire protection?			X	
2. Police protection?			X	
3. Schools?			X	
4. Parks?			X	
5. Other public facilities?			X	

**Impact Discussion:**

1. According to the 2005 General Plan EIR did not identify any fire protection service deficiencies in the Victoria Corridor and Montalvo Community area. The project area is served by existing Ventura Fire Department stations and no issues with respect to the provisions of fire service have been identified. Assuming compliance with applicable Fire Code requirements in all new development, significant impacts relating to fire protection service are not anticipated.

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.

However, the City and Fire Department have been exploring ways to identify future funding sources to replace cut positions, reopen the closed station, provide additional coverage for already identified lower served portions of the community. The voters did not approve two tax measures in recent years. The Department has been actively seeking assistance through grant programs and was just awarded a 2.33 million dollar grant to re-staff Fire Station 4 for 3 years. The SAFER grant through FEMA requires the Department to add 9 positions to staff the closed fire station without reducing staffing elsewhere. The grant will fund the first two years and the City must maintain that staffing for an additional year at City expense. This program will mean that staffing for East Ventura will be improved for at least three years. This will bring our ratio of 1 firefighter per 1527 residents or .65 firefighters per 1000 residents.

Current emergency response times are 5 minutes, which exceed the 4-minute goal for 90% of the responses.

2. The Ventura Police Department (PD) provides a law enforcement and police protection force within the jurisdictional boundaries of the City of San Buenaventura. 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 VPD is currently budgeted for 127 sworn officers and when fully staffed, this results in an allocated level of service of about 1.21 sworn officers per 1,000 residents based on the current population of about 105,000. The Department also employs 52 civilians as support personnel. However, the VPD does not use a formula for determining whether staffing levels are adequate to serve the current population. Although the existing police station is large enough to accommodate the current police force, existing facilities are operating at maximum capacity. Therefore, any significant increase in staffing levels would eventually require facility expansion.

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.

3. 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 student generation rates contained in the 2005 General Plan, development of 154 residential units would generate 36 elementary age students (0.22 elementary school students per unit), 15 middle school students (0.09 middle school students per unit), and 18 high school students (0.11 high school students per unit). The Ventura Unified School District (VUSD) provides public educational services throughout the Ventura planning area. 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 District has divided the City into four geographic attendance areas to direct a student's progression from elementary to high school: West Side, Midtown, Montalvo, and East End. The plan area is located within the Montalvo area of the school district. All elementary schools, except one, serve a specific attendance area of one or more neighborhoods; the exception is Mound School, which is a District-wide magnet school.

Based on geographic location, students within the plan area would attend Montalvo Elementary, which is operating at 97% of capacity (VUSD, "Room Use Analysis" Statistics (2008/2009)). The addition of 36 students at this school would exceed the 416-student capacity by 23 students and result in operation at 106% of capacity. The addition of 15 middle school students would bring enrollment at Balboa Middle School to 1322 students (closest school to the project area), and operation at 85% of that school's 1,204-student capacity.

Although many schools are at or near capacity, the school district is working toward resolving overcrowding through construction of a new middle school within the city, as well as exploring potential expansion of facilities at existing sites. Mitigation of adverse effects on capacity at schools is accomplished through payment of School Mitigation Fees at issuance of building permits pursuant to State Law. Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, mitigation is not required and the project would have no impact with regard to schools.

4. The General Plan does not anticipate the provision of parkland at the project site, nor does the Victoria Avenue Corridor Plan provide any development requirements for public parkland to be provided by projects. As a requirement of the Town Center Zoning for the site and the applicable building types, the project does incorporate private open space for the project residents. However, the project will be required to pay a variety park fees to the City for regional park needs, ongoing maintenance and Quimby Act. Therefore, for these reasons, the project would have no impact with regard to parkland.
5. The project would utilize no 'other governmental services,' and, as such, no impact would result.

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

**O. Recreation:**

<b>Would the project result in a need for new systems or substantial alterations to the following utilities:</b>	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
2. 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:**

1. The City has the recently developed Community Park located at Kimball Road and Telephone Road, which provides facilities for a wide variety of organized field sports and swimming sports. The Promontory Point Park is the closest park (approximately ¼ mile), which provides links to the Community Park. Thille Neighborhood Park is situated over 1.5 miles away. The project would pay the required Parkland Dedication Ordinance (Quimby) fees, Park Facility Fees and Service Area Park Fee.
2. The project provides recreational facilities both indoor and outdoor for the residents of the project. No improvements to public facilities are required by the proposed development.

**Mitigation/Residual Impact(s):** Based on the discussion above, the project would have a less than significant impact to Recreation. Therefore, no mitigation requirements are required.

**P. Transportation and 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		
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards and travel demand measures, or other standards established by county congestion management agency for designated roads and highways?			X	
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
5. Result in inadequate emergency access?			X	
6. Conflict with adopted policies, plans or programs supporting alternative transportation?			X	

**Impact Discussion:**

## **Existing Setting**

Wells Road is a primary arterial that extends south from Foothill Road until it becomes Los Angeles Avenue at a point south of Telephone Road in the County of Ventura. South of SR 126 the roadway is also a state facility (SR 118). Wells Road bisects the Project Area into west and east sections and continues both north and south beyond the Project Area boundaries. The roadway contains five travel lanes and a raised median from SR 126 to Carlos Street. North of Carlos Street the roadway gradually narrows to two travel lanes and a median two-way left-turn lane. The intersections of Wells Road with Telegraph Road, Citrus Drive, Blackburn Road, Darling Road and Telephone Road are signalized. The Wells Road/Carlos Street intersection is controlled by a stop sign on Carlos Street.

Transit service along the Wells Road corridor is provided by both Gold Coast Transit (GCT) and Ventura Intercity Service Transit Authority (Vista).

## **Discussion of Checklist Answers**

The Saticoy Village Specific Plan was adopted in 1996 with a Mitigated Negative Declaration, which Associated Transportation Engineers prepared a traffic and circulation study analyzing several build out scenarios for the Saticoy Village Specific Plan. The 2005 General Plan EIR analyzed the build out consequences of the Saticoy Village Specific Plan, but also included assumptions for build out of other land uses within the Wells Saticoy Community Area.

In 2009, Crain and Associates prepared an updated memo in regards to the trip rates for Mitigated Negative Declaration (EIR#2511) for the previously approved projects versus the previously assumed Specific Plan build out Scenarios prepared by Associated Transportation Engineers ATE. The Saticoy Village Specific Plan Scenario 1, which consisted of 182 apartment units, 110,000 square feet of commercial retail and 41,600 square feet of professional office, has the greatest intensity of land use characteristics. Currently there are 18 single-family detached units, 55 condominium units, 38 affordable senior apartment units and 7,500 square feet of office space existing within the Saticoy Village Specific Plan Area. The new proposed project adds 51 condominium units and future anticipated projects will add 88 apartment units, 46,800 square feet of commercial retail and 7,000 square feet of retail/ office. Under the existing and proposed amount of development within the Saticoy Village Specific Plan there will be 250 total units (18 Single Family Dwellings, 106 condominiums and 126 apartments), 7,500 square feet of office, 7,000 square feet of retail/ office and 48,600 square feet of commercial space.

Per the previously entitled projects analyzed under EIR#2511, the Crain and Associates analysis demonstrates that the proposed Jenven Village and East Village Partners projects and the existing development within the Saticoy Village Specific Plan would represent 192 total units (18 Single Family Dwellings, 138 condominiums and 38 senior affordable apartments), 7,500 square feet of office and 106,159 square feet of commercial space. That buildout would generate an estimated total of 7,184 average daily trips (ADT), including 411 trips during the A.M. peak hour and 586 trips during the P.M. peak hour using the 2008 ITE

trip generation rates. With discounts for pass-by trips, the net decrease is 2,126 daily trip ends, 151 trip ends during the A. M. peak hour and 181 trip ends during the P. M. peak hour, which amounts to a 23% decrease in ADT. The original Satcoy Village Specific Plan build out scenario estimated trip generation at an estimated 9,310 Average Daily Trips, 562 AM Peak Hour trips and 767 PM Peak Hour trips (Crain and Associates). The total estimated trips for the Specific Plan Amendment and related projects, provides an overall decrease of average daily trips from the previous entitlements analyzed under EIR#2511, from 5,433 to 4,314 ADT, 350 to 340 A.M. peak hour trips and from 516 to 424 P.M. peak hour trips would be new to the adjacent roadway system.

**SATICOY VILLAGE SPECIFIC PLAN AMENDMENT PROJ-1857  
BUILD-OUT GROWTH ASSUMPTION  
Using Current ITE Trip Rates**

Land Use	Size	Average Daily		AM Peak Hour		PM Peak Hour	
		Rate (Factor)	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
Single Family Detached (existing)	18	9.57	172	0.75	14	1.01	18
Condominiums (55 existing)	106 DU	5.86	621	0.44	47	0.54	57
Apartments (38 existing)	126 DU	6.63	835	0.51	64	0.62	78
Office (7 TSF existing)	14.5 TSF	11.01	160	1.56	23	1.49	22
Medium Retail	45.4 TSF	52.94	2573	1.25	61	4.78	232
Fast Food	3.2 TSF	177.87	569	55.6	178	36.55	117
<b>Total Driveway Trips</b>			<b>4,930</b>		<b>387</b>		<b>524</b>
Medium Retail	45.4TSF	52.94 (0.2)	331	1.25 (0.2)	11	4.78 (0.2)	43
Fast Food	3.2 TSF	177.97 (0.5)	285	55.6 (0.5)	36	33.55 (0.5)	57
<b>Total Pass-By Trips</b>			<b>616</b>		<b>47</b>		<b>100</b>
<b>NET TRIPS</b>			<b>4,314</b>		<b>340</b>		<b>424</b>
<b>1996 Specific Plan Build – Out Scenario</b>			<b>9,310</b>		<b>562</b>		<b>767</b>
			<b>-4996</b>		<b>-222</b>		<b>-343</b>

TSF = 1,000 square feet; DU = dwelling units

2. The 2005 General Plan EIR identifies for the Wells Road and Darling Road intersection a current Existing Intersection Utilization Capacity Utilization Level Of Service C (0.78) and projects the 2025 Intersection Capacity Utilization as LOS D (0.88) with the non-committed improvements. Improvements that provide adequate capacity for the General Plan scenario are identified in Table 4.12-4, which show the addition of third northbound and southbound through lanes Wells Road/Darling Road intersection and non-committed addition of eastbound left-turn lane, second southbound lane and second westbound left-turn lanes. These improvements were identified as mitigation

measures under the Mitigated Negative Declaration for the Specific Plan in 1996.

All intersections are forecast to operate above LOS C during the A.M. peak hour under 2025 cumulative traffic conditions with project generated traffic. However, the 2005 General Plan EIR Table 3.3 indicates that the Darling Road/Wells Road intersection is forecast to operate at LOS D during the P.M. peak hour under Year 2025 conditions with baseline and uncommitted improvements, which meets the City's LOS D standard for Principal Intersections. The City has identified several improvements for this intersection in addition to the committed improvements that are assumed to be in place under Year 2025 conditions. These non-committed improvements are projected to reduce the P.M. Peak to 0.88 ICU and LOS D.

As part of the project improvements, the applicant for the commercial project shall widen and restripe the northbound Wells Road approach to provide for a right turn lane, a bike lane, three through lanes and a left-turn lane. North of the intersection shall be restriped to accommodate the third northbound lane. Signal phasing shall be modified to provide north/south left-turn phasing.

Based on the foregoing, the project would not generate impacts that exceed the build out assumptions of the 2005 General Plan and the Saticoy Village Specific Plan. As such, the project design incorporates mitigation as adopted in those documents and payment of the City's traffic mitigation fees along with a contribution of a proportionate share of the cost of the additional improvements at the Darling Road/Wells Road intersection identified in the 2005 Ventura General Plan EIR along with payment of the City and County traffic mitigation fees would address the project's cumulative impacts to the City's and County's roadway networks.

3. The proposed project will not significantly impact or conflict with neither any existing air traffic patterns nor any air transportation systems.

4. The proposed project does not introduce any road design features or improvements that would increase hazards.

5. The proposed project as submitted contains an adequate fire access in terms of emergency access to buildings through use the proposed interior streets. Therefore, the project would not result in inadequate emergency access.

6. The project including 154 apartment units of commercial spaces requires 280 parking spaces. The project provides 293 parking spaces within the parking garages, interior surface streets and 14 spaces through reciprocal parking agreement with the Montalvo Square Shopping Center. Therefore, the project would have no impact to existing or required parking. As such the project does impact any policies in regards to alternative transportation options.

**Mitigation/Residual Impact(s):** Based on the above discussion, the proposed project would have potentially significant impacts with regard to upon Transportation/Circulation issue areas. Therefore, the following Mitigation Measures are necessary to reduce the identified

impact below the threshold of significance.

**T-1 Darling Road/Wells Road Contribution to Non-Committed Improvements.**

The Saticoy Village Specific Plan build out shall contribute its proportionate share of the implementation costs for the additional non-committed improvements that were identified in the 2005 Ventura General Plan EIR. Those improvements include adding an eastbound left-turn lane, a second southbound left-turn lane and a second westbound left-turn lane at the Wells Road and Darling Road intersection.

**P. 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	
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 providers existing commitments?			X	
6. Be served by a landfill with sufficient permitted capacity to accommodate			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
the project's solid waste disposal needs?				
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 General Plan. City Public Works Department staff confirms that existing water infrastructure is adequate to accommodate the proposed development.
2. Development within the plan area would connect to the City wastewater system. Connection points for wastewater disposal would be from the project site along Los Angeles Avenue and Snapdragon Avenue.

Gold Coast Environmental conducted in-situ flow tests on the existing system for locations at 11151 Aster Street, 11220 Jonquil Avenue and at the bike path manhole at Telephone Road and Wells Road (Attachment D). Though the VCWWMP identifies near term deficiencies under the hydraulic model, the flow monitoring shows that the Aster Street is at 27% capacity, Jonquil Avenue location is at 42% capacity and the Telephone Road and Wells Road location is at 30% capacity. The flows of the project do not make a difference in terms of performance of the ultimate sewer collection system.

Therefore no mitigation would be necessary to ensure that there are no impacts the sewer system. Thus, the project's impact to wastewater disposal is less than significant.

3. Development within the plan area would be required to obtain a National Pollution Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, and comply with the County-wide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). With regard to the increase in erosion potential, the 2000 Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requires proposed developments to "control the post-development peak storm water runoff discharge rates to maintain or reduce pre-development downstream erosion and to protect stream habitat." This affects both large and small storm water flows.

The City, County, Watershed Protection District, and nine other local cities are co-permittees on National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002 issued by the Regional Water Quality Control Board in 2000. A new Municipal Stormwater Permit with additional requirements for new developments is expected to be adopted in 2008 and will likely apply to this project. NPDES is a Federal Environmental Protection Agency (EPA) program administered by the states to control

water pollution by regulating point sources. In California, the State Water Quality Control Board is responsible for ensuring compliance with the provisions of the Federal Clean Water Act and the State Water Quality Control Act. The Los Angeles Regional Water Quality Control Board ensures local compliance with the countywide NPDES permit. The Ventura County SQUIMP is included as an attachment to the permit. The two primary municipal permit objectives are to:

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

The SQUIMP addresses storm water pollution from new development and redevelopment by the private sector, and contains a list of the minimum required Best Management Practices (BMPs) required for a designated project. A BMP is defined as any program, technology, process, siting criteria, operating method, measure, or device that controls, prevents, removes, or reduces pollution. Per the SQUIMP, BMPs can be used for minimizing the introduction of pollutants of concern that may result in significant impacts to the storm water conveyance system from site runoff. The project design anticipates these requirements by incorporating landscaping areas that serve as pre-treatment infiltration areas prior to entering the underground detention within the proposed park area. Therefore, based on proposed improvements and standard conditions, the project implementation would have a less than significant impact on storm drainage facilities.

4. Citywide water sources include the Lake Casitas, Ventura River, the Mound Groundwater Basin, the Oxnard Plain Groundwater Basin, the Santa Paula Groundwater Basin, and the Saticoy County Yard Well currently planned for operation in 2010 (Urban Water Management Plan Water, 2010). Plan area development would utilize City water. Significant impacts would result if sufficient domestic and/or fire protection water supply was not present to serve the project's current and long-term needs. The UWMP (2010) indicates the total water available for City use to be 22,000-acre feet/year (AFY) in 2015. City Public Works Department staff confirms that existing water infrastructure is adequate to accommodate the proposed development.

Therefore, the proposed project's impact with respect to water supply and delivery would be less than significant and no mitigation measures are required. Since growth is anticipated for the Victoria Corridor area within the project citywide growth analyzed in the 2005 General Plan EIR, the need for new or expanded water sources or entitlements is not anticipated.

5. See discussion in No. 2.
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.

Project construction is likely to generate waste, which will include scrap lumber, packaging materials, plastics, and inert wastes (i.e., wastes that are not likely to produce leachates of environmental concern, such as dirt, concrete, asphalt, rocks, building materials, yard trimmings, stumps, tree limbs, and leaves). These materials will be made available to individuals for salvaging, collection and recycling (i.e., wood, metal, paper, etc.). Given the temporary nature of construction activity, the providing for salvaging, and the availability of space in landfills, construction impacts are considered to be less than significant.

New development within the plan area would be required to comply with the City-adopted Model Ordinance of the California Integrated Waste Management Board, relating to areas for collecting and loading recyclable materials in development projects and implement site specific source reduction, recycling, and re-use programs to comply with AB 939.. The project would be required to comply with this requirement that would reduce solid waste associated with the project to a less than significant level.

The project would generate an estimated 385 new residents; therefore, based on a per capita rate of 0.0096 tons/day per person, it would generate approximately 3.7 tons per day. However, the City diverts 70% of this solid waste through source reduction programs such as recycling; therefore, the amount sent to area landfills would be approximately 0.6 tons per day. Estimates from the 2005 General Plan indicate that there is currently 350 tons of combined capacity at the Toland Road landfill and the Simi Valley Landfill. Thus, the project's contribution of 4.7 tons per day is well within the existing capacity and the impact to solid waste disposal is less than significant.

7. See discussion No.6.

**Mitigation/Residual Impact(s):** Based on the above discussion, the proposed project would not have any potentially significant impacts with regard to the utilities and services issue area. Therefore, no mitigation measures are necessary.

**Q. Mandatory Findings of Significance:**

	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:**

As noted in the 2005 General Plan Final EIR, projected citywide population growth would exceed SCAG's 2025 population forecasts for the City. Although this discrepancy is largely because SCAG has not updated its population forecasts to reflect the 2005 General Plan, exceedence of the population forecast, upon which AQMP air quality forecasts are based, was identified as unavoidably significant air quality impact. The City Council adopted a Statement of Overriding Considerations for that impact in conjunction with approval of the 2005 General Plan. As discussed under Item C. Air Quality, the population growth accommodated by the project is within SCAG's 2010 growth projections. Therefore, the project's contribution to the significant cumulative impact would not be cumulatively considerable.

For all other issue areas, based on the information obtained in preparation of this Initial Study, as well as Ordinance Code requirements and permit conditions that will be placed on project approval, no additional potentially significant individually limited or cumulative impacts were identified.

The California Legislature has enacted the 2006 Global Warming Solutions Act, which is referred to as AB 32. The purpose of AB 32 is to create a statewide program to cap carbon emissions at 1990 levels by 2020. In short, AB 32 defines "greenhouse gases" (GHG) and requires California Air Resources Board adoption and implementation of regulations and scoping plan for reduction of GHG's to the 1990 level. In 2007, the California Legislature enacted similar legislation, S.B. 97, requiring the State Office of Planning Research to promulgate guidelines for the analysis of Green House Gases by July 2009.

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

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

In addition, the Building and Safety Department requires compliance with California Title 24 Energy Code for all construction and has adopted incentives for three separate green building programs. The programs, as they relate to residential construction, include the Building Industry Association (BIA), California Green Builder Program for developments of four units or more and the Green Building Council of Ventura County determination of green building elements for developments of three units or less.

In evaluating components of the project design and the existing energy saving standards the city applies, the project would not likely create a significant or cumulative impact to global warming.

Project implementation would not result in operational air quality effects relating to the generation of ozone precursors NO<sub>x</sub> and ROG in excess of the 25 lbs/day threshold. Based on the information contained in this Initial Study, and inclusion of the above mentioned mitigation measures, the proposed project does not have the potential to directly or indirectly cause substantial adverse impacts on humans.

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

**VENTURA COUNTY**

Agricultural Commissioner	<input type="checkbox"/>	Ventura County Clerk/Recorder* (hand deliver – 1 original, 4 copies)	<input checked="" type="checkbox"/>
Ventura County Watershed Protection District*	<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 CDs)	<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 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 checked="" type="checkbox"/>	Gold Coast Transit	<input checked="" type="checkbox"/>
Ventura Unified School District	<input checked="" type="checkbox"/>	Southern California Edison	<input checked="" type="checkbox"/>

**LIBRARIES**

Avenue Branch Library*	<input checked="" type="checkbox"/>	H.P. Wright Branch Library*	<input checked="" type="checkbox"/>
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E.P. Foster Branch Library\* [X]

**STATE AGENCIES**

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

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

Downtown Community Council	[X]	Midtown Community Council	[X]
Pierpont Community Council	[X]	San Buenaventura Conservancy	[X]

\*Indicates agency/person always receives notice.

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## VIII. 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. <http://www.cityofventura.net/cd/planning>
- B. Zoning Ordinance, including all maps and the Negative Declaration (EIR-2010) prepared and adopted therefore - City of San Buenaventura, 1992.
- C. Annual Transportation Report, Technical Appendix – City of San Buenaventura, April 2002
- D. Countywide Solid Waste Management Plan - Ventura County Solid Waste Management District, 1985.
- E. Air Quality Mitigation Program - City of San Buenaventura, 1993.
- F. Noise Ordinance - City of San Buenaventura.
- G. Federal Emergency Management Agency (FEMA) MAPS, 1987.
- H. California Building Code, 2010
- I. Department of Toxic Substances Control. Hazardous Waste and Substances Map. Available Online at <http://www.envirostor.dtsc.ca.gov>
- J. Ventura County Air Quality Assessment Guidelines. 2004.
- K. Saticoy & Wells Community Plan Final EIR November 2009
- L. Gold Coast Environmental, City of Ventura Sewer Flow Study March 2102
- M. City of Ventura Urban Water Management Plan 2010
- N. City of Ventura Wastewater Master Plan 2010

O. Crain and Associates Traffic Generation Analysis April 2009 for EIR#2511

---

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

<b><u>Person</u></b>	<b><u>City Agency</u></b>	<b><u>Comments</u></b>
Chandra Chandrashaker	Land Development	Transportation
Gene Hibberd	Public Works	Stormwater
Yolanda Bundy	Fire/Building	Building
Brian Clark	Fire Department	Fire Safety
Joe Santos	Public Works	Sewer
Susan Rungren	Public Works	Water Utilities

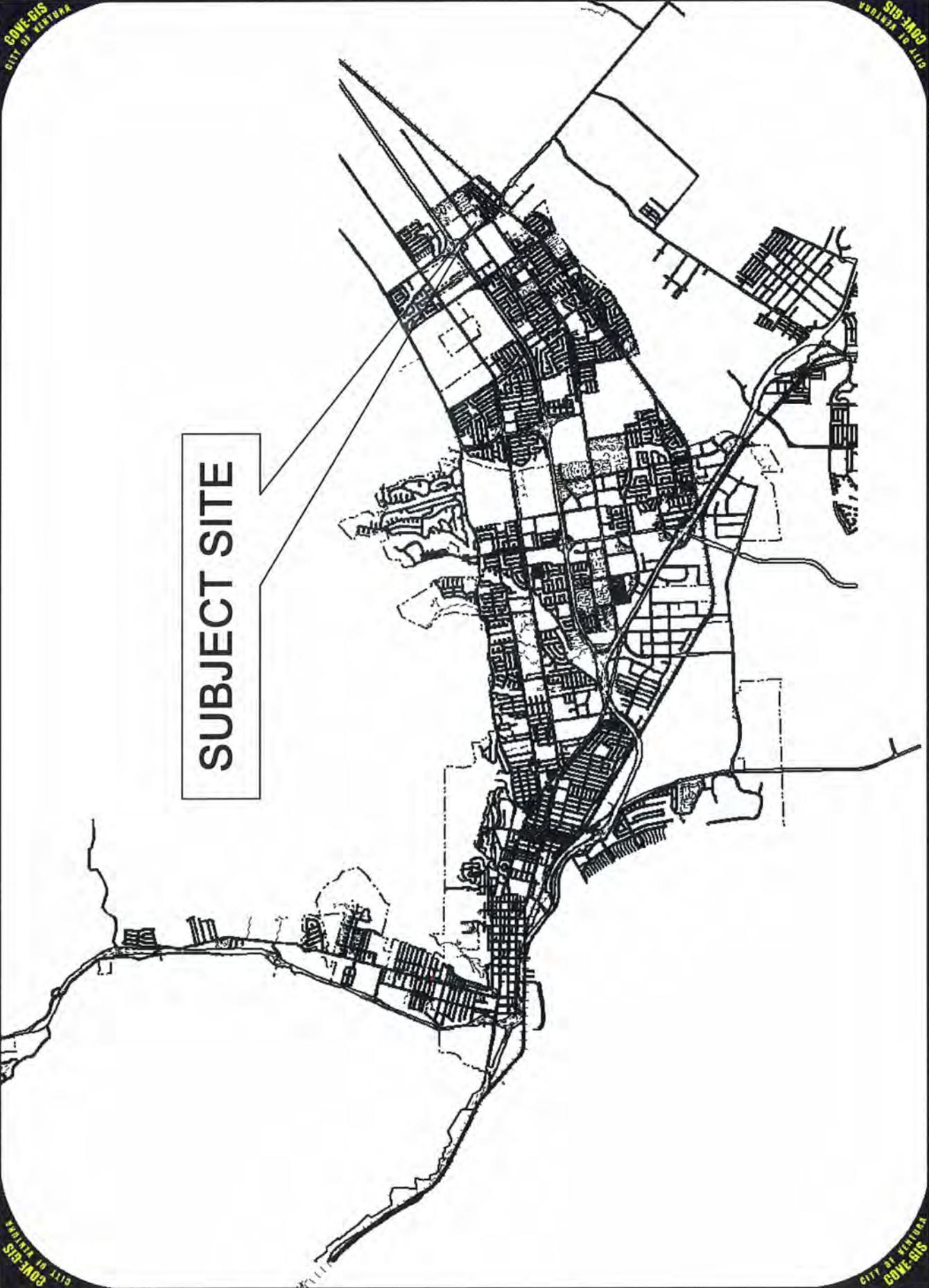
**Attachment A**  
**Vicinity Map and Project Boundaries**



CDWF-DIS  
CITY OF VENTURA

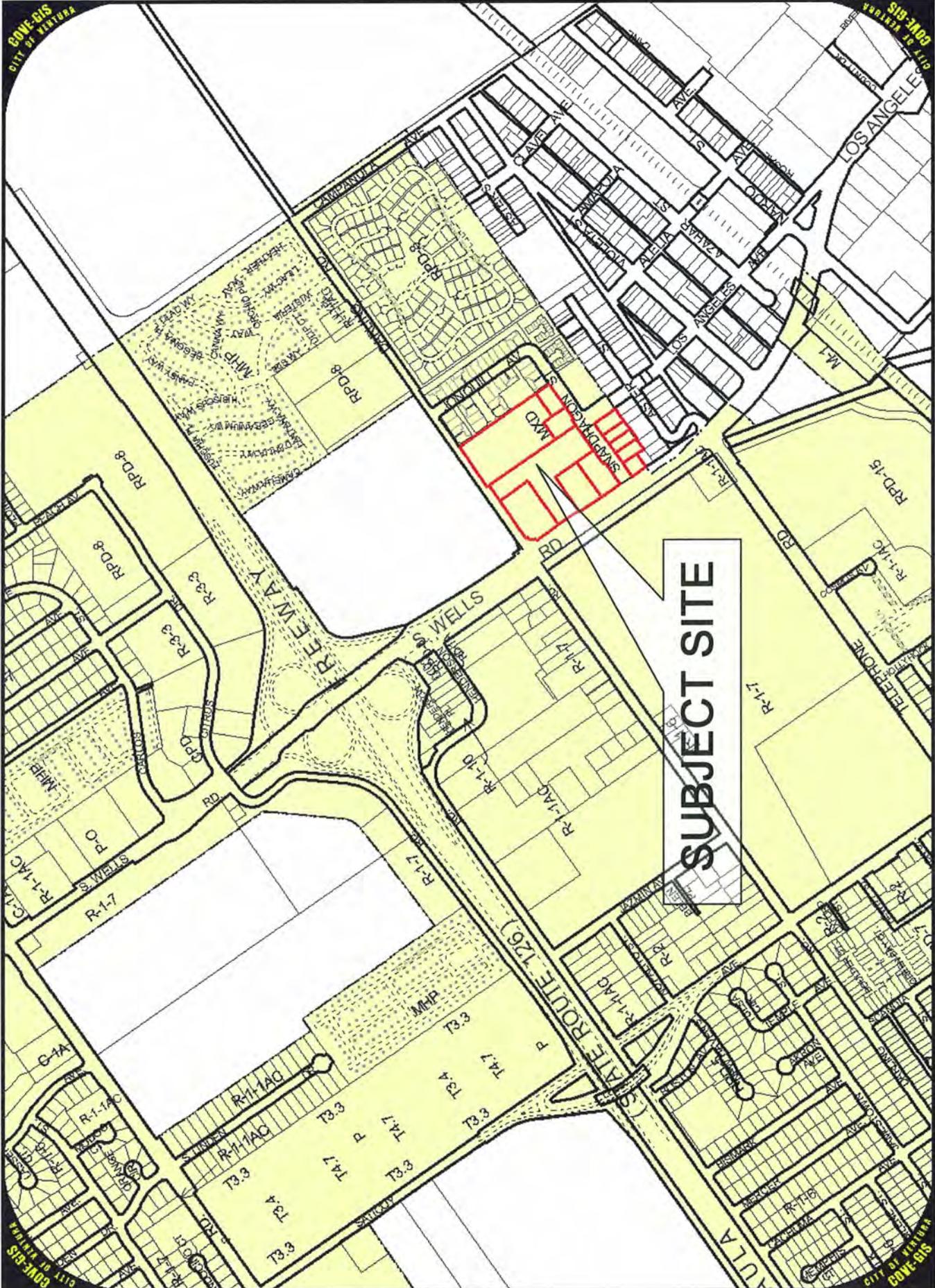
SD-300  
CITY OF VENTURA

SUBJECT SITE



CDWF-DIS  
CITY OF VENTURA

SD-300  
CITY OF VENTURA



**SUBJECT SITE**

GOV-815  
CITY OF VENTURA

GOV-815  
CITY OF VENTURA

GOV-815  
CITY OF VENTURA

GOV-815  
CITY OF VENTURA



**SUBJECT SITE**



51 Unit Condo Project

Saticoy Village Specific  
Plan Boundary

Areas with Ground  
Floor Residential



Potential 38 Units &  
7,000 SF Office/Retail

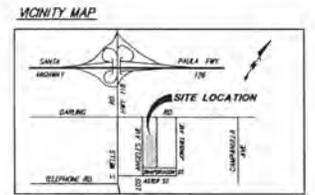
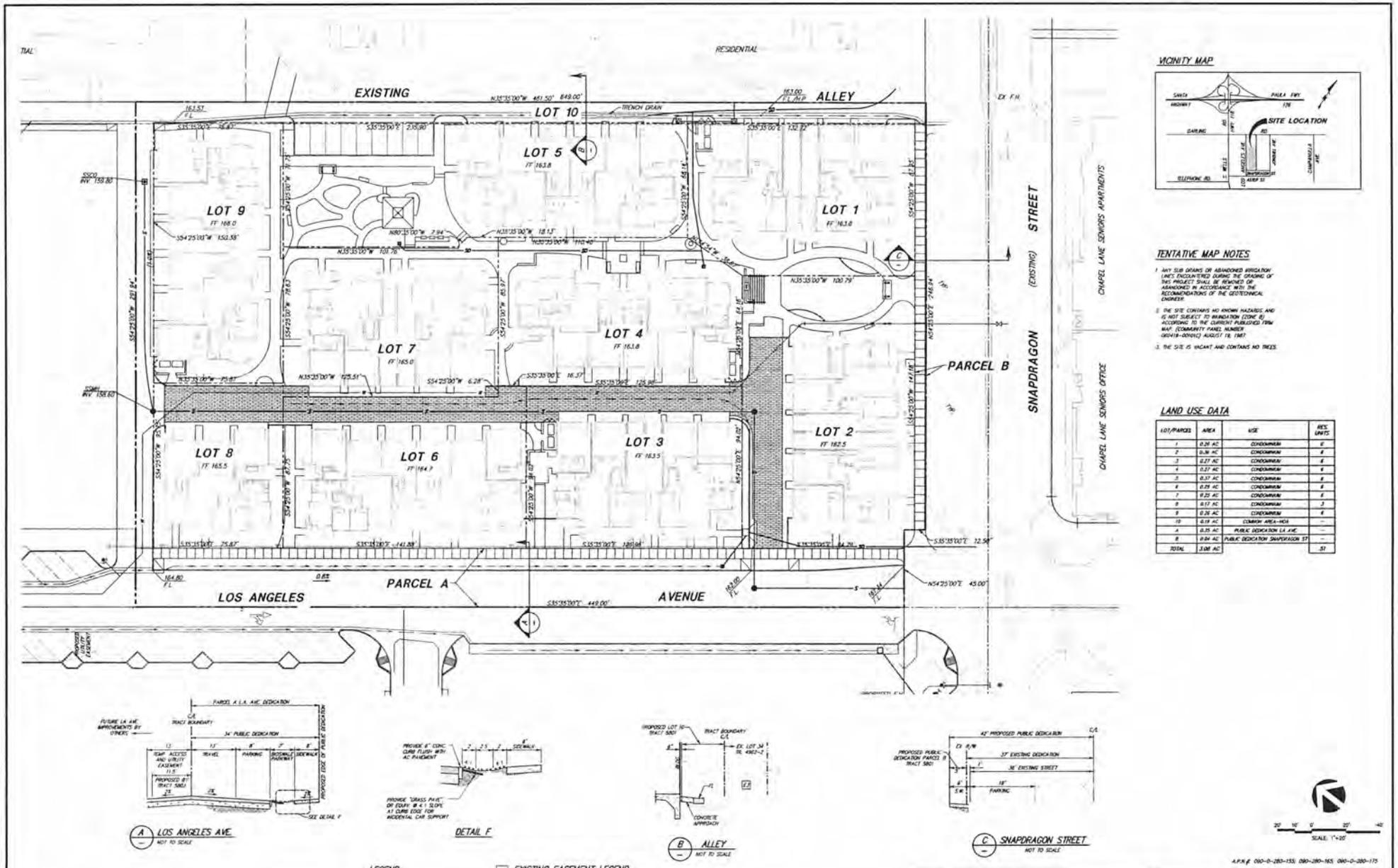
Proposed 51 Unit  
Condo Project

Potential 50 Units &  
46,800 SF Commercial



**Attachment B  
Reduced Set of Plans**



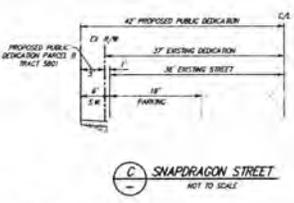
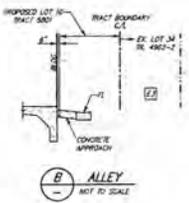
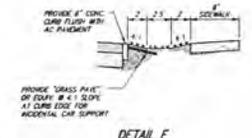
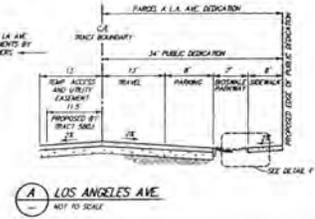


**TENTATIVE MAP NOTES**

1. ANY SUB DRAINS OR ABANDONED BRIDGELINE LINES ENCLOSED DURING THE COURSE OF THIS PROJECT SHALL BE REMOVED OR ABANDONED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER.
2. THE SITE CONTAINS NO KNOWN HAZARDOUS AND IS NOT SUBJECT TO WILDFIRE ZONE B, ACCORDING TO THE CURRENT PUBLISHED FEMA MAP (COMMUNITY PANEL NUMBER 060418-D0002) AUGUST 18, 1987.
3. THE SITE IS VACANT AND CONTAINS NO TREES.

**LAND USE DATA**

LOT/PARCEL	AREA	USE	RES. UNITS
1	0.26 AC	CONDOMINIUM	4
2	0.26 AC	CONDOMINIUM	4
3	0.27 AC	CONDOMINIUM	4
4	0.27 AC	CONDOMINIUM	4
5	0.27 AC	CONDOMINIUM	4
6	0.29 AC	CONDOMINIUM	4
7	0.25 AC	CONDOMINIUM	4
8	0.17 AC	CONDOMINIUM	2
9	0.20 AC	CONDOMINIUM	3
10	0.22 AC	CONDOM. AREA-HIGH	-
A	0.25 AC	PUBLIC DEICATION LA AVE	-
B	0.24 AC	PUBLIC DEICATION SNAPDRAGON ST	-
TOTAL	2.08 AC		37



**LEGEND**

PROPOSED	EXISTING	STORM DRAIN
(Symbol)	(Symbol)	STORM DRAIN
(Symbol)	(Symbol)	WATER
(Symbol)	(Symbol)	SEWER
(Symbol)	(Symbol)	SKD
(Symbol)	(Symbol)	UNDERHEAD DRAIN
(Symbol)	(Symbol)	WATER MAIN
(Symbol)	(Symbol)	IRE HYDRANT
(Symbol)	(Symbol)	CONDUIT LINE
(Symbol)	(Symbol)	STREET LIGHT

**EXISTING EASEMENT LEGEND**

E1 EASEMENT FOR SIDEWALK AND PUBLIC UTILITY PURPOSES PER LSA 40.30 (R1)
E2 12' EASEMENT FOR PUBLIC ACCESS PURPOSES PER LSA 40.30 (R1)
E3 12' EASEMENT FOR PUBLIC ACCESS PURPOSES PER LSA 40.30

**BENCH MARK**

NEVADA COUNTY BENCH MARK NO. 1028-107  
 ELEVATION: 185.000 ADJUSTED 1984  
 NEW DATUM AT 1000' (C.C.P. PUB. 1985)  
 FROM THE INTERSECTION OF TELEPHONE ROAD AND  
 SARDONY AVENUE, IN THE CITY OF SAN  
 BERNARDINO, 300 FEET WESTERLY ALONG  
 TELEPHONE ROAD ON THE NORTH SIDE OF THE  
 ROAD. A BRASS BOLT, 1/2" DIA., 1/2" LONG,  
 FLUSH TO TOP OF 8" HIGH CONCRETE CURB 1 FOOT  
 WESTERLY OF THE EASTERLY CORNER OF THE  
 DRIVEWAY ENTRANCE TO CORNALLIS APES.

**UTILITIES**

<b>GAS</b>	THE GAS COMPANY 1820 MOUNTAIN VIEW AVE DOWNEY, CA 90240-1052 800-355-4229	<b>ELECTRICAL</b>	SOUTHWEST CALIFORNIA EDISON (SCE) TELEPHONE CO. VENTURA, CA 93001 800-654-7482
<b>WATER</b>	CITY OF SAN BERNARDINO WATER DISTRICT 130 SANDY ROAD VENTURA, CA 93002	<b>CABLE</b>	ADLER 2325 AVENUE D VENTURA, CA 93003 805-388-2380
<b>SEWER</b>	CITY OF SAN BERNARDINO SANBORN DISTRICT 1400 SPINNER AVE VENTURA, CA 93002	<b>TRUCK</b>	30 41 SOUTH CHESTER AVE PASADENA, CA 91106 800-388-2700

REVISION	DATE	DESIGNER/OWNER
		JENVEN VILLAGE, LLC 1475 DORLON STREET VENTURA, CA 93003 3805 SANDY 3805 SANDY
		ENGINEER: JENSEN ENGINEERING 1475 DORLON STREET VENTURA, CA 93003 3805 SANDY 3805 SANDY

**VESTING TENTATIVE MAP  
TRACT 5801 (REVISED)  
FOR CONDOMINIUM PURPOSES**

APPROX. 0.25 AC OF LOT 10 ADJACENT TO ALA AVE. RESERVED AND IS NOT TO BE PART OF THIS MAP. 12' OF TRACT 5801, IN THE CITY OF SANTA CLARA, COUNTY OF CALIFORNIA, IS NOT PART OF THIS MAP. 12' OF TRACT 5801, IN THE CITY OF SANTA CLARA, COUNTY OF CALIFORNIA, IS NOT PART OF THIS MAP. 12' OF TRACT 5801, IN THE CITY OF SANTA CLARA, COUNTY OF CALIFORNIA, IS NOT PART OF THIS MAP.	<b>SHEET</b> 1
SCALE: 1"=20'	<b>DATE</b> JAN 2023
SCALE: 1"=20'	<b>DATE</b> JAN 2023

THIS PLAN IS BASED UPON DATA COMPILED AND FURNISHED BY OTHERS. THE ARCHITECT ASSUMES NO LIABILITY FOR THE ACCURACY OF THE INFORMATION OR THE RESULTS OF THE DESIGN. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE BUILDING AS SHOWN ON THESE PLANS. THE ARCHITECT DOES NOT WARRANT THE ACCURACY OF THE INFORMATION OR THE RESULTS OF THE DESIGN. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN OF THE BUILDING AS SHOWN ON THESE PLANS.



RIGHT SIDE ELEVATION - PLAN A

LEFT SIDE ELEVATION - PLAN A

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

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



REAR ELEVATION - PLAN A

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

FINISH SCHEDULE	
KEY	DESCRIPTION
1	ROOFING: CERTAINTEED "LANDMARK" - MORE BLACK
2	STONE VENEER: EL DORADO STONE "STACKED STONE", SLATE GRAY
3	WAINSCOT SILL: EL DORADO STONE STRAIGHT & 90 DEG. - SMOKE
4	STUCCO: LA HABRA X-72 ADOBE
5	WOOD TRIM: DEVOE PAINT - SCA20-S PINE SHADE
6	WOOD SHINGLES: HARDIESHINGLE "STAGGERED SHINGLE HZ-16" PAINT: DUNLEAWARDS - DE 6125 CARVED WOOD
7	TIMBER POSTS & BEAMS: CABOT STAIN JARRAH BROWN AUSTRALIAN TIMBER OIL
8	DOOR & WINDOW TRIM: DEVOE PAINT - SCA20-S PINE SHADE
9	ROOF EAVE & GABLE TRIM: DEVOE PAINT - SCA20-S PINE SHADE
10	STUCCO OVER C.M.U. GARDEN WALLS: LA HABRA X-72 ADOBE
11	WOOD CORBELLE: CABOT STAIN JARRAH BROWN AUSTRALIAN TIMBER OIL
12	GARDEN WALL GATE: STEEL WELDED & PAINT - BLACK ENAMEL
13	BALCONY GUARDRAIL ASSY: STEEL WELDED & PAINT - BLACK ENAMEL
14	STUCCO CAP (8 POSTS): LA HABRA X-43 GAZELLE (SMOOTH TROWEL)
15	GARAGE DOORS: PAINT - DARK BROWN



FRONT ELEVATION - PLAN A-ALT.1

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

EXTERIOR ELEVATIONS

REVISION	DATE	BY
1	08.14.2018	ME
2	08.14.2018	ME
3		
4		

**ROY E COLBERT**  
 ARCHITECTURE  
 PLANNING  
 DESIGN  
 1891 GOODYEAR AVE., #607  
 VENTURA, CA 93003  
 805.450.1880  
 805.450.1880 FAX  
 roy@roycolbert.com  
 CALIFORNIA LICENSE  
 A.C.A.P. 8



The project has been assigned by me to under my direct supervision.

**JENVEN VILLAGE, LLC.**  
 1842 Donlon Street  
 Ventura, CA 93003

**SATICOV VILLAGE EAST**  
 Snapdragon Street  
 Ventura, CA 93004

**PROJECT DIRECTORY**  
 SOLE ENGINEER / MEPIC SYSTEM  
 Allen Construction  
 9811446 9000  
 CIVIL ENGINEER  
 Jackson Design and Survey  
 15th Avenue  
 805-564-8077  
 STRUCTURAL ENGINEER  
 Paul  
 Curve Plans  
 805-742-2291  
 ELECTRICAL ENGINEER  
 Louis & Associates  
 Paul-Louis  
 805-736-8207  
 MECHANICAL ENGINEER  
 Moore Engineering  
 Tom Moore  
 805-555-5275  
 LANDSCAPE ARCHITECT  
 Shaw Brothers ASLA  
 805-721-8814  
 WATER SYSTEM / FIRE PROTECTION SYSTEM  
 XXXX

**BUILDING ELEVATIONS  
 PLAN A**  
 1-8/17/18

SHEET NO. AS SHOWN  
 PROJECT 11 - 003  
 SHEET NUMBER A-701 OF 18

THIS DOCUMENT IS THE PROPERTY OF R.C. COLBERT ARCHITECTURE, INC. AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. ANY REUSE OR REPRODUCTION OF THIS DOCUMENT WITHOUT THE WRITTEN CONSENT OF R.C. COLBERT ARCHITECTURE, INC. IS STRICTLY PROHIBITED. THIS DOCUMENT IS NOT TO BE USED FOR ANY OTHER PROJECT, WHETHER IN WHOLE OR IN PART, WITHOUT THE WRITTEN CONSENT OF R.C. COLBERT ARCHITECTURE, INC.



FRONT ELEVATION - PLAN A-ALT.2 (Alternate Front Entry)

SCALE 1/4" = 1'-0"



FRONT ELEVATION - PLAN A-ALT.3 (Alternate Front Entry)

SCALE 1/4" = 1'-0"



RIGHT SIDE ELEVATION - PLAN A (Prairie Hip Roof)

SCALE 1/4" = 1'-0"

EXTERIOR ELEVATIONS

FINISH SCHEDULE	
KEY	DESCRIPTION
1	ROOFING: CERTAINEED "LANDMARK" MORE BLACK
2	STONE VENEER: EL DORADO STONE "STACKED STONE" - SLATE GRAY
3	WAINSCOT SILL: EL DORADO STONE
4	STUCCO: LA HABRA, X-64 SEQUOIA
5	WOOD TRIM: DUNNEDWARDS PAINT - DEC 758 CASHMERE
6	WOOD SHINGLES: HARDENSHINGLE "STAGGERED SHINGLE HZ-10" PAINT: DUNNEDWARDS - DEC 717 BAKED POTATO
7	TIMBER POSTS & BEAMS: DUNNEDWARDS PAINT - DEC 706 BURNT CRIMSON
8	DOOR & WINDOW TRIM: DUNNEDWARDS PAINT - DEC 706 BURNT CRIMSON
9	ROOF EAVE & GABLE TRIM: DUNNEDWARDS PAINT - DEC 758 CASHMERE
10	STUCCO OVER CMU: GARDEN WALLS: LA HABRA X-64 SEQUOIA
11	WOOD CORBELS: DUNNEDWARDS PAINT - DEC 706 BURNT CRIMSON
12	GARDEN WALL DATE: STEEL WELDED & PAINT - DEC 706 CRIMSON
13	BALCONY GUARDRAIL ASSY: STEEL WELDED & PAINT - DEC 706 CRIMSON
14	STUCCO CAP (Q) POSTS: LA HABRA X-43 GAZELLE (SMOOTH TROWEL)
15	GARAGE DOORS PAINT: DARK BROWN

REVISIONS	DATE	BY
△	REV. ARCHITECTURAL 17 NOV 11	RC
△	FINAL REV. ARCHITECTURAL 22 NOV 11	RC
△		
△		

**ROY E COLBERT**  
 ARCHITECTURE  
 PLANNING  
 DESIGN  
 1891 GOODYEAR AVE., #607  
 VENTURA, CA 93003  
 805.428.4888  
 805.428.4888 FX  
 roe@rcarchitect.com  
 CALIFORNIA: C7006  
 N.C.A.A.#



**JENVEN VILLAGE, LLC**  
 1642 Donlon Street  
 Ventura, CA 93003

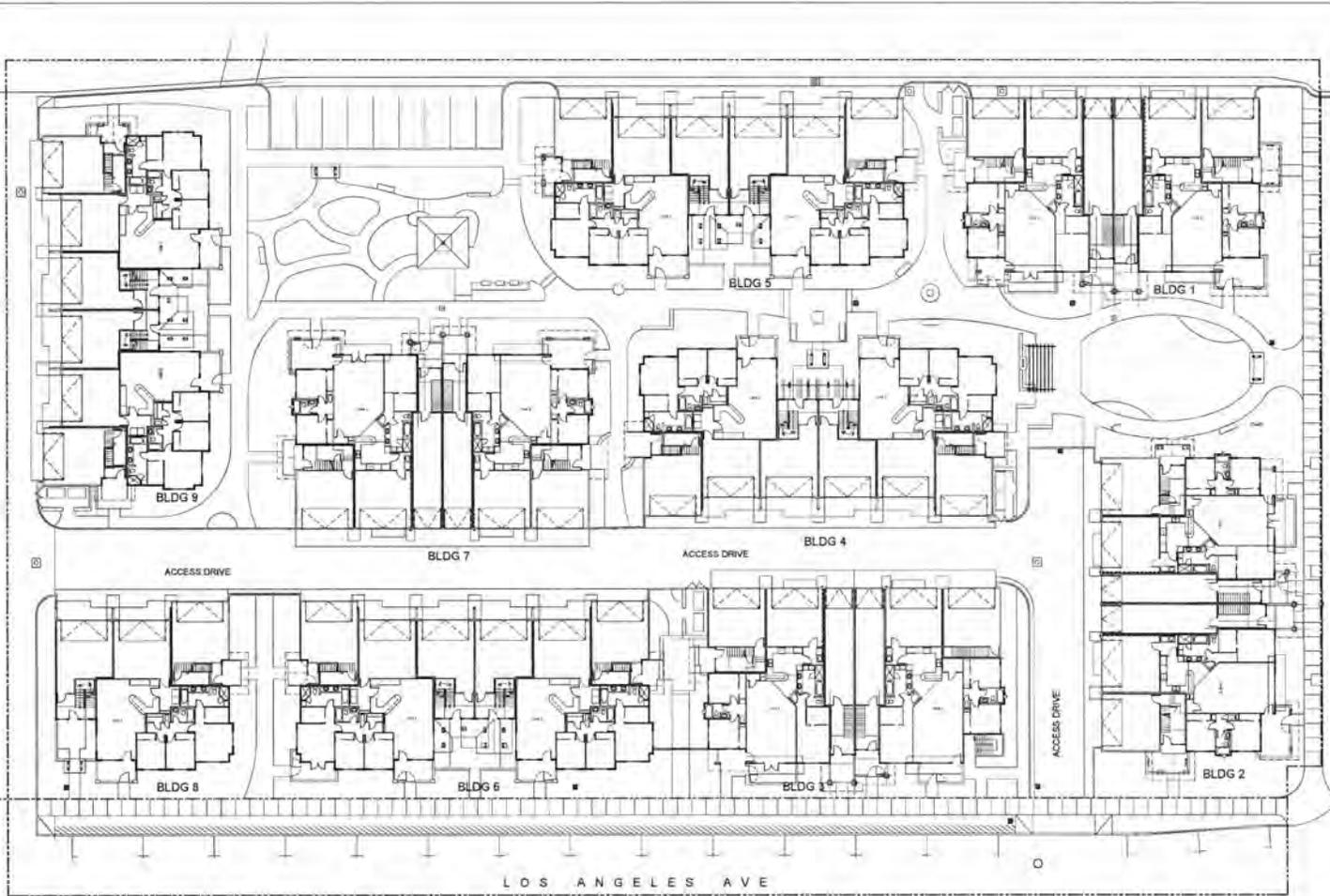
**SATICOY VILLAGE EAST**  
 Snapdragon Street  
 Ventura, CA 93004

**PROJECT DIRECTORY**  
 SOLE ENGINEER: GRAPHIC SYSTEM  
 Alpha Construction  
 BS / 684800  
 CIVIL ENGINEER  
 Brian Cheng and Susan  
 Day Jones  
 BS / 624807  
 STRUCTURAL ENGINEER  
 Phil  
 Chris Pano  
 MS / 642131  
 ELECTRICAL ENGINEER  
 Frank & Associates  
 Ann Lutz  
 MS / 586200  
 MECHANICAL ENGINEER  
 Mark Engineering  
 Tim Allen  
 MS / 655218  
 LANDSCAPE ARCHITECT  
 Blue Engineers ASJA  
 MS / 2613814  
 WATER SYSTEM / FIRE PROTECTION SYSTEMS  
 KOS

**BUILDING ELEVATIONS  
 VARIOUS CONDITIONS**

SHEET NO. 11 - 003  
 SCALE AS SHOWN  
 PROJECT A-702 18  
 SHEET NUMBER 18

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REVISIONS	DATE	BY
1	08/11/11	ARC
2	08/11/11	ARC
3	08/11/11	ARC

BLDG	ELEVATION	1 BEDROOM	2 BEDROOM
1	A	2	4
2	A	2	4
3	A	2	4
4	A	2	4
5	A	2	4
6	A	2	4
7	A	2	4
8	A	2	4
9	A	2	4
51 UNITS TOTAL			

**ROY E COLBERT**  
 ARCHITECTURE  
 PLANNING  
 DESIGN  
 1891 GOODYEAR AVE., #607  
 VENTURA, CA 93003  
 805.433.4555 FAX  
 805.433.4555 FAX  
 roy@roycolbert.com  
 CALIFORNIA C1386  
 N.C.A.A.C.

**SATICOY VILLAGE EAST  
 PROJECT DATA**  
 TRACT 081 (REVISED)  
 A.P.N. 066-020-101 066-020-102 066-020-103 066-020-104 066-020-105  
 066-020-106  
 CITY AREA: ARA AC  
 BUILDING AREA (SHEET 04/05/06) 15,314 S.F.  
 CONDENSED UNIT TYPES  
 PLAN A 24  
 PLAN B 11  
 35 UNITS  
 14.3 UNITS/AC  
 NOTE: SEE FINAL ENGINEER DRAWINGS FOR ADDITIONAL UTILITY DATA.  
 NOTE: SEE LANDSCAPE ARCHITECT DRAWINGS.



**PARKING SUMMARY**

REQUIRED	3-BEDROOM: 1.8 SPACES / 6 UNITS = 10 SPACES 2-BEDROOM: 1.2 SPACES / 4 UNITS = 8 SPACES TOTAL: 18 SPACES
PROVIDED	SPACES: 11 / SPACES + 102 UNITS: 12.5 SPACES TOTAL: 113 SPACES

**JENVEN VILLAGE, LLC.**  
 1642 Donlon Street  
 Ventura, CA 93003

**SATICOY VILLAGE EAST**  
 Snapdragon Street  
 Ventura, CA 93004



- PROJECT DIRECTORY**
- ENGINEER / SEPTIC SYSTEM: Ryan Engineering, BRJ / BRJ 080
  - MECHANICAL ENGINEER: Tom Motta, BRJ / BRJ 021
  - LANDSCAPE ARCHITECT: Brian Houshorne, ASLA, BRJ / BRJ 014
  - WATER SYSTEM / FIRE PROTECTION SYSTEM: GSA

**SATICOY VILLAGE EAST  
 VICINITY MAP**  
 NGS SCALE

**SATICOY VILLAGE EAST  
 INDEX OF DRAWINGS**

A-01	SITE PLAN W/ STREET ELEVATIONS
A-01.1	FLOOR PLANS PLAN A
A-01.2	FLOOR PLANS PLAN A - ALTERNATE FRONT ENTRY
A-01.3	FLOOR PLANS PLAN B
A-01.4	FLOOR PLANS PLAN B - BLDG 9 - 4 UNIT
A-01.5	GAZETTES PLAN A
A-01.6	GAZETTES PLAN B
A-01.7	EXTERIOR ELEVATIONS PLAN A
A-01.8	EXTERIOR ELEVATIONS PLAN A - W/ ALTY ENTRY
A-01.9	EXTERIOR ELEVATIONS PLAN B
A-01.10	EXTERIOR ELEVATIONS PLAN B - BLDG 9 - 4 UNIT
A-01.11	TYPICAL WINDOW / DOOR DETAILS
A-01.12	TYPICAL EXTENSION ROOF DETAILS
A-01.13	ENTRY / ENTRY DETAILS PLAN A
A-01.14	ENTRY DETAILS PLAN B
A-01.15	PATIO / GARAGE DETAILS PLAN A
A-01.16	PATIO / GARAGE DETAILS PLAN B
A-01.17	COLOR & MATERIALS PLAN A
A-01.18	COLOR & MATERIALS PLAN B

**SITE PLAN W/  
 STREET ELEVATION**  
 Scale: 1/8" = 1'-0"

0115  
 0116  
 0117  
 0118  
 11 - 003  
 A-101 18

THIS PLAN IS BASED UPON DATA COMPILED AND FURNISHED BY OTHERS.



**ELEVATION ALONG LOS ANGELES AVENUE**  
 SCALE: 1/8" = 1'-0"



# Saticoy Village Specific Plan Update

rev. 1-3-12

The original design criteria incorporated into the Saticoy Village Specific Plan was prepared with the intent of requiring architecture of a very traditional, even 'pseudo-historic character.' This approach disregards the existing and historic character of the original Saticoy Township, which exhibits strong industrial and agricultural characteristics, manifested in building that evolved over time and often through several changes in use. The proposed architecture does not pretend to be historic, but rather incorporates significant reference to the existing character of the original Township and the agricultural building types found here and throughout the Ventura County region.

The intention is to respect the 'place' that is Saticoy, through architecture that is both new and yet also familiar and 'at home'.

---

## 1. Regulating Plan (pg12) see Appendix A - revised Regulating Plan dated 10-5-11

### a. Revision:

Current plan allows for 70 foot maximum building depth on the blocks bounded by Darling Road, Los Angeles Avenue, Snapdragon Street, and Wells Road. Eliminate the 70 foot maximum building depth for commercial structures on the blocks bounded by Darling Road, Los Angeles Avenue, Snapdragon Street, and Wells Road allowing buildings to be placed anywhere within the shaded areas as shown on the regulating plan as long as setbacks requirements are met.

#### Rational:

*The requirement for the 70 foot building depth is unnecessary as long as the building frontages and placement are met.*

---

### b. Revision:

Reduce the width of the inter-block street, between Darling Road and Snapdragon Street from 66 feet to 50 feet.

#### Rational:

*Remove parking to reduce vehicular congestion due to multiple points of access along this street.*

---

### c. Revision:

Decrease the 27 foot required setback at Darling Road to 19 feet.

#### Rational:

*This reduction in the required setback would allow for our standard 13 foot sidewalks similar to what is being proposed throughout the development and abut the buildings to the sidewalk.*

---

### d. Revision:

Construct LA Ave between Snapdragon and Darling Roads as a public street with varying ROW widths of 68 feet for residential frontages and 90 feet for commercial frontages.

## 2. Parking Plan (pg 14) see Appendix C - revised Parking Plan dated 2/2010

### a. Revision:

Currently there is no parking allowed on Darling Road between Los Angeles Avenue and Wells Road. Allow for 4 Parallel parking stalls within 150 feet from the corner of Wells Road and Diagonal parking (45 degree) on the remainder.

#### Rational:

*This would help facilitate customer access to businesses as well as calm traffic at this location.*

---

### b. Revision:

Allow parking within the 50' setback on the SW portion of the block bounded by Snapdragon and LA Avenue.

#### Rational:

*This parking will reside behind the Residential.*

---

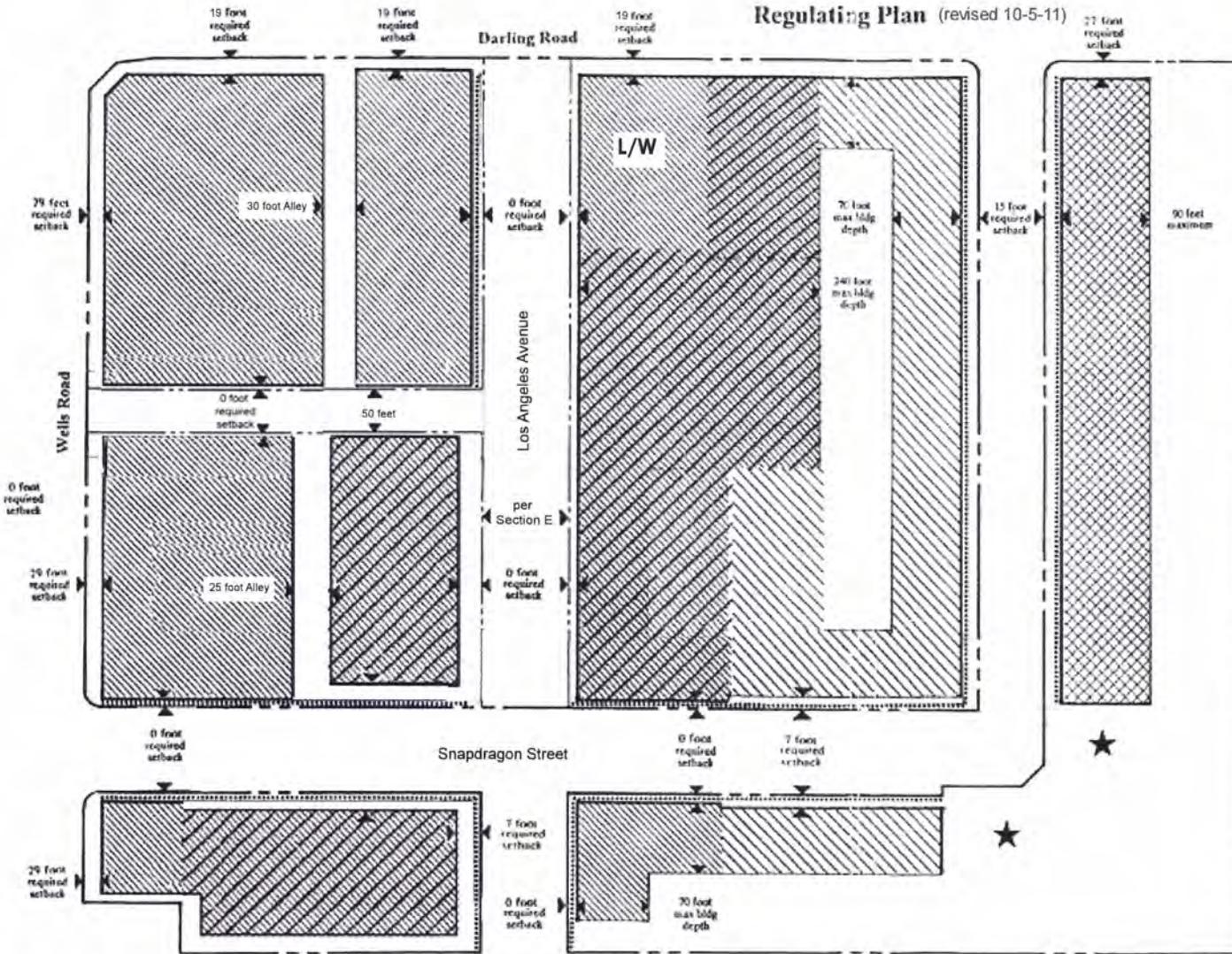
### c. Revision:

Allow parking along the entire length of Wells Road except at the corner of Wells and Darling, as denoted in the Parking Plan.

#### Rational:

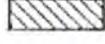
*Separates and protects the commercial frontage from the fast moving traffic on Wells Road and supports the commercial business fronting Wells Road.*

Regulating Plan (revised 10-5-11)



APPENDIX A

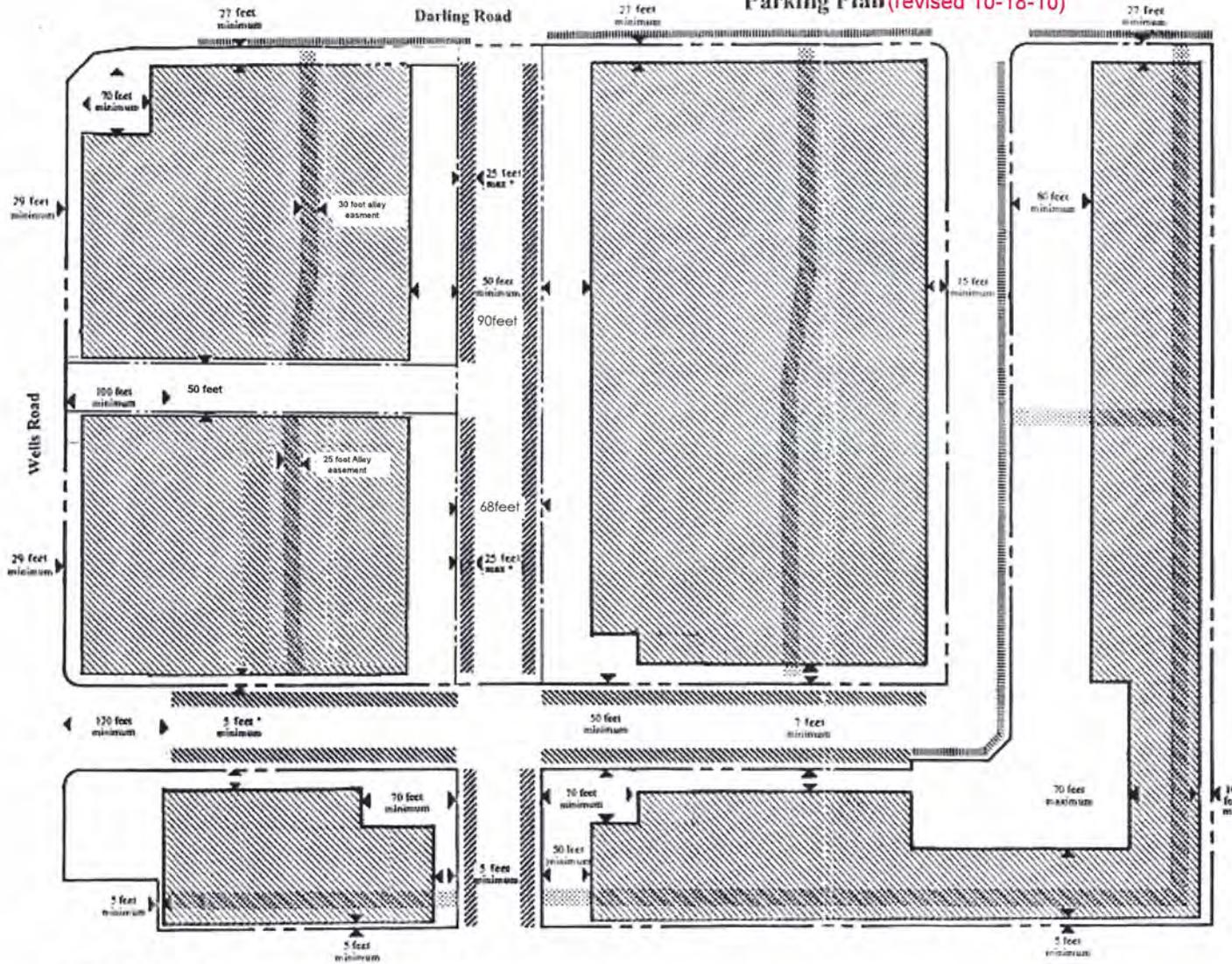
LEGEND

-  Type I & II  
Storefront Type Permitted and/or  
Urban House Type Permitted
-  Type I  
Storefront Type Permitted  
L/W-Live/Work permitted on ground floor
-  Type II  
Urban House Type Permitted
-  Types II & III  
Urban House and Courtyard  
Apartment Types Permitted
-  Terminated Vista  
Special Building Type Required \*
-  Property Line
-  Regulating Line
-  Frontage Setback Line
-  Side or Rear Setback Line
-  Designated Frontage (see note 5)

1. Buildings shall be set on lots relative to the property lines and Regulating Lines as shown on the Regulating Plan.
2. Building Facades shall be built on Frontage Setback Lines and shall extend along Frontages as noted on the Regulating Plan and in the Urban Regulations, pp. 9-14.
3. Building Types are as defined in the Urban Regulations, pp. 9-14. Design requirements are further defined by the Architectural Regulations, pp. 15-18.
4. Special buildings at Terminated Vistas shall be designed to complement the architecture of the existing on-site chapel building.
5. Buildings on Designated Frontages are subject to special parking standards as defined in Parking Standards, p. 8, No. 5.

# Parking Plan (revised 10-18-10)

## APPENDIX B



### PARKING REGULATIONS

-  Parking Permitted
-  Parking Not Permitted
-  Parallel Parking Permitted
-  Angle Parking (45°) Permitted
-  20 Foot Alley Easement (unless noted otherwise)

Off-street parking spaces shall be placed only within areas shown here. The number of required off-street parking spaces for each use within the Specific Plan area is as outlined below and as more precisely defined in the Parking Standards section of this Plan, p. 8. For locations of Designated Frontages see the Regulating Plan, p. 12. The size of parking spaces shall be as defined in the Zoning Ordinance. The exact alignment of alleys may be modified with the approval of the City Engineer, providing that convenient through access is maintained.

#### Permitted General Use Types

- On Designated Frontages 1/400 g.s.f.
- On all other Frontages 1/300 g.s.f.

#### General Use Types Requiring a Use Permit

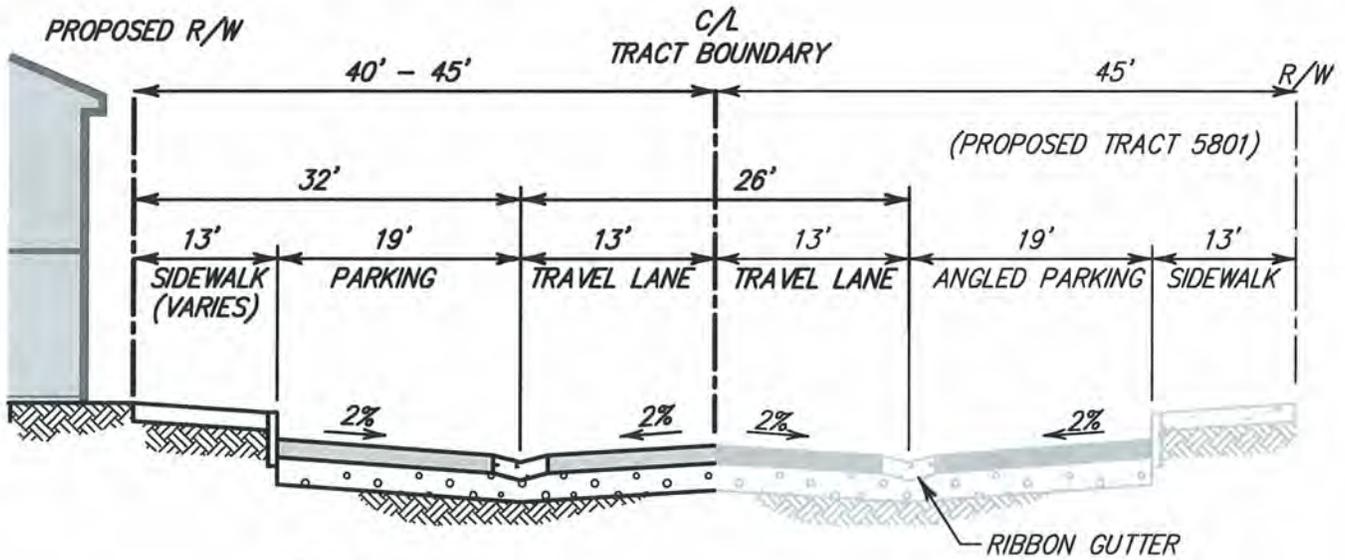
Same as Permitted General Use Types or as required by the Zoning Ordinance or the conditions of the Use Permit.

#### Residential Use Types

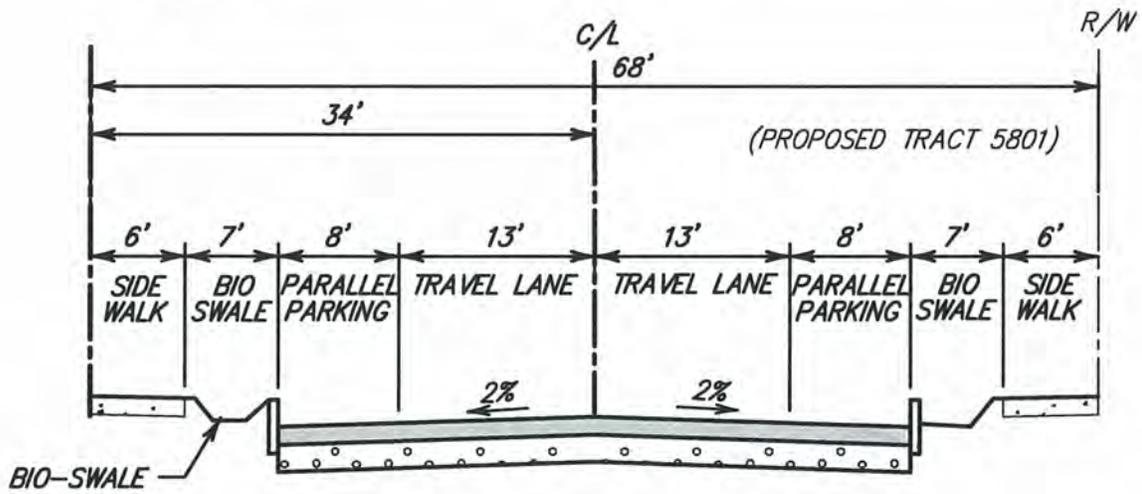
- 1-2 Bedroom Dwellings 1-1/2 per unit
- 3+ Bedroom Dwellings 2 per unit

\* In the absence of buildings on this Frontage, a Streetwall shall be constructed on the line shown. Angled parking spaces may be provided along this Frontage when buildings are constructed.



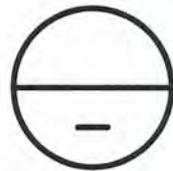
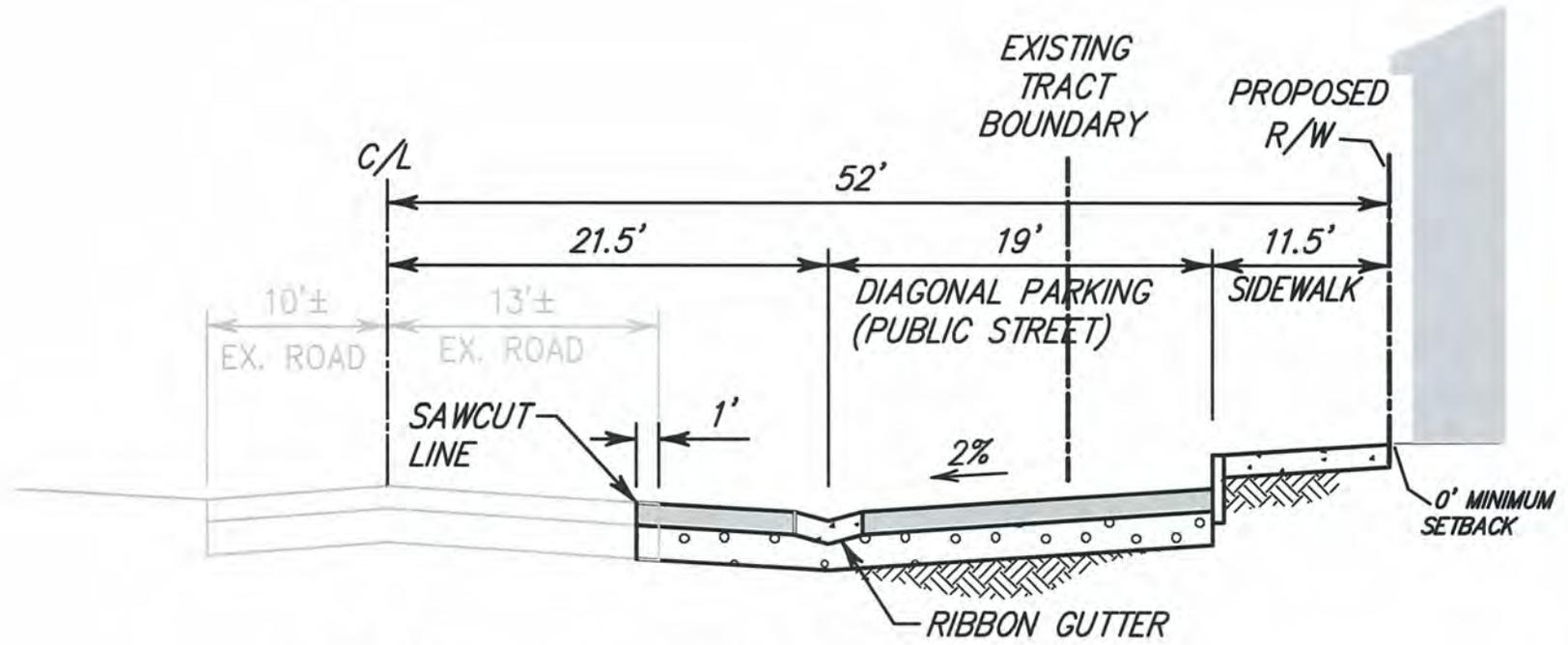


**E1** LOS ANGELES AVE. - COMMERCIAL  
NOT TO SCALE



**E** LOS ANGELES AVE. - RESIDENTIAL  
NOT TO SCALE

APPENDIX E



**DARLING ROAD**

NOT TO SCALE



**Attachment C**  
**Air Pollution Emissions Calculations**



**Saticoy Village Specific Plan Amendment**  
**Ventura County APCD Air District, Summer**

**1.0 Project Characteristics**

---

**1.1 Land Usage**

Land Uses	Size	Metric
Strip Mall	46.8	1000sqft
Condo/Townhouse	51	Dwelling Unit
Apartments Low Rise	88	Dwelling Unit
General Office Building	7	1000sqft

**1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.6	Utility Company	Southern California Edison
Climate Zone	9	Precipitation Freq (Days)	31		

**1.3 User Entered Comments**

Project Characteristics -  
 Land Use -  
 Demolition -

**2.0 Emissions Summary**

---

## 2.1 Overall Construction (Maximum Daily Emission)

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	11.12	89.86	51.68	0.08	18.30	4.61	22.92	9.93	4.61	14.55	0.00	8,183.38	0.00	1.00	0.00	8,204.34
2012	280.22	41.96	33.52	0.06	1.75	3.13	4.45	0.03	3.13	3.14	0.00	5,845.33	0.00	0.59	0.00	5,857.76
<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>

### 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	11.12	89.86	51.68	0.08	18.08	4.61	22.69	9.93	4.61	14.55	0.00	8,183.38	0.00	1.00	0.00	8,204.34
2012	280.22	41.96	33.52	0.06	0.07	3.13	3.14	0.03	3.13	3.14	0.00	5,845.33	0.00	0.59	0.00	5,857.76
<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	6.06	0.14	11.97	0.00		0.00	0.06		0.00	0.06	0.00	20.90		0.02	0.00	21.38
Energy	0.09	0.79	0.35	0.00		0.00	0.06		0.00	0.06		999.92		0.02	0.02	1,006.00
Mobile	14.69	23.30	120.89	0.18	20.27	0.84	21.11	0.28	0.80	1.08		17,819.49		0.79		17,836.00
<b>Total</b>	<b>20.84</b>	<b>24.23</b>	<b>133.21</b>	<b>0.18</b>	<b>20.27</b>	<b>0.84</b>	<b>21.23</b>	<b>0.28</b>	<b>0.80</b>	<b>1.20</b>	<b>0.00</b>	<b>18,840.31</b>		<b>0.83</b>	<b>0.02</b>	<b>18,863.38</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	6.06	0.14	11.97	0.00		0.00	0.06		0.00	0.06	0.00	20.90		0.02	0.00	21.38
Energy	0.09	0.79	0.35	0.00		0.00	0.06		0.00	0.06		999.92		0.02	0.02	1,006.00
Mobile	14.69	23.30	120.89	0.18	20.27	0.84	21.11	0.28	0.80	1.08		17,819.49		0.79		17,836.00
<b>Total</b>	<b>20.84</b>	<b>24.23</b>	<b>133.21</b>	<b>0.18</b>	<b>20.27</b>	<b>0.84</b>	<b>21.23</b>	<b>0.28</b>	<b>0.80</b>	<b>1.20</b>	<b>0.00</b>	<b>18,840.31</b>		<b>0.83</b>	<b>0.02</b>	<b>18,863.38</b>

## 3.0 Construction Detail

### 3.1 Mitigation Measures Construction

### 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					
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>4.10</b>	<b>4.10</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	0.00	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	1.02	0.00	0.20	0.00	0.20	0.00	0.00	0.01		154.73		0.01		154.93
<b>Total</b>	<b>0.11</b>	<b>0.10</b>	<b>1.02</b>	<b>0.00</b>	<b>0.20</b>	<b>0.00</b>	<b>0.20</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>154.73</b>		<b>0.01</b>		<b>154.93</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					
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>4.10</b>	<b>4.10</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	0.00	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	1.02	0.00	0.01	0.00	0.01	0.00	0.00	0.01		154.73		0.01		154.93
<b>Total</b>	<b>0.11</b>	<b>0.10</b>	<b>1.02</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>154.73</b>		<b>0.01</b>		<b>154.93</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	0.00	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>0.00</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					18.07	0.00	18.07	9.93	0.00	9.93						0.00
Off-Road	10.99	89.73	50.45	0.07		4.61	4.61		4.61	4.61	0.00	7,997.70		0.99		8,018.42
<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>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	0.01	0.01	0.01	0.00	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>0.01</b>	<b>0.01</b>	<b>0.01</b>	<b>0.00</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					6.55	0.00	6.55	3.31	0.00	3.31						0.00
Off-Road	7.18	55.38	32.83	0.05		3.27	3.27		3.27	3.27		5,240.07		0.64		5,253.60
<b>Total</b>	<b>7.18</b>	<b>55.38</b>	<b>32.83</b>	<b>0.05</b>	<b>6.55</b>	<b>3.27</b>	<b>9.82</b>	<b>3.31</b>	<b>3.27</b>	<b>6.58</b>		<b>5,240.07</b>		<b>0.64</b>		<b>5,253.60</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	1.02	0.00	0.20	0.00	0.20	0.00	0.00	0.01		154.73		0.01		154.93
<b>Total</b>	<b>0.11</b>	<b>0.10</b>	<b>1.02</b>	<b>0.00</b>	<b>0.20</b>	<b>0.00</b>	<b>0.20</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>154.73</b>		<b>0.01</b>		<b>154.93</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					6.55	0.00	6.55	3.31	0.00	3.31						0.00
Off-Road	7.18	55.38	32.83	0.05		3.27	3.27		3.27	3.27	0.00	5,240.07		0.64		5,253.60
<b>Total</b>	<b>7.18</b>	<b>55.38</b>	<b>32.83</b>	<b>0.05</b>	<b>6.55</b>	<b>3.27</b>	<b>9.82</b>	<b>3.31</b>	<b>3.27</b>	<b>6.58</b>	<b>0.00</b>	<b>5,240.07</b>		<b>0.64</b>		<b>5,253.60</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	1.02	0.00	0.01	0.00	0.01	0.00	0.00	0.01		154.73		0.01		154.93
<b>Total</b>	<b>0.11</b>	<b>0.10</b>	<b>1.02</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</b>	<b>0.00</b>	<b>0.01</b>		<b>154.73</b>		<b>0.01</b>		<b>154.93</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	0.38	4.25	2.74	0.01	0.22	0.14	0.36	0.01	0.13	0.13		621.15		0.02		621.54
Worker	0.85	0.79	7.99	0.01	1.53	0.04	1.56	0.02	0.03	0.06		1,206.89		0.08		1,208.48
<b>Total</b>	<b>1.23</b>	<b>5.04</b>	<b>10.73</b>	<b>0.02</b>	<b>1.75</b>	<b>0.18</b>	<b>1.92</b>	<b>0.03</b>	<b>0.16</b>	<b>0.19</b>		<b>1,828.04</b>		<b>0.10</b>		<b>1,830.02</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	0.38	4.25	2.74	0.01	0.02	0.14	0.15	0.01	0.13	0.13		621.15		0.02		621.54
Worker	0.85	0.79	7.99	0.01	0.06	0.04	0.09	0.02	0.03	0.06		1,206.89		0.08		1,208.48
<b>Total</b>	<b>1.23</b>	<b>5.04</b>	<b>10.73</b>	<b>0.02</b>	<b>0.08</b>	<b>0.18</b>	<b>0.24</b>	<b>0.03</b>	<b>0.16</b>	<b>0.19</b>		<b>1,828.04</b>		<b>0.10</b>		<b>1,830.02</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	0.35	3.87	2.51	0.01	0.22	0.12	0.34	0.01	0.11	0.12		624.14		0.02		624.50
Worker	0.79	0.72	7.28	0.01	1.53	0.04	1.56	0.02	0.03	0.06		1,180.57		0.07		1,182.03
<b>Total</b>	<b>1.14</b>	<b>4.59</b>	<b>9.79</b>	<b>0.02</b>	<b>1.75</b>	<b>0.16</b>	<b>1.90</b>	<b>0.03</b>	<b>0.14</b>	<b>0.18</b>		<b>1,804.71</b>		<b>0.09</b>		<b>1,806.53</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	0.35	3.87	2.51	0.01	0.02	0.12	0.14	0.01	0.11	0.12		624.14		0.02		624.50
Worker	0.79	0.72	7.28	0.01	0.06	0.04	0.09	0.02	0.03	0.06		1,180.57		0.07		1,182.03
<b>Total</b>	<b>1.14</b>	<b>4.59</b>	<b>9.79</b>	<b>0.02</b>	<b>0.08</b>	<b>0.16</b>	<b>0.23</b>	<b>0.03</b>	<b>0.14</b>	<b>0.18</b>		<b>1,804.71</b>		<b>0.09</b>		<b>1,806.53</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	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>5.86</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	0.00	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>0.00</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	0.00					0.00	0.00		0.00	0.00						0.00
<b>Total</b>	<b>5.86</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	0.01	0.00	0.01	0.00	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>0.01</b>	<b>0.00</b>	<b>0.01</b>	<b>0.00</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	279.54					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>280.06</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	0.15	0.14	1.43	0.00	0.30	0.01	0.31	0.00	0.01	0.01		232.08		0.01		232.36
<b>Total</b>	<b>0.15</b>	<b>0.14</b>	<b>1.43</b>	<b>0.00</b>	<b>0.30</b>	<b>0.01</b>	<b>0.31</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>232.08</b>		<b>0.01</b>		<b>232.36</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	279.54					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>280.06</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	0.15	0.14	1.43	0.00	0.01	0.01	0.02	0.00	0.01	0.01		232.08		0.01		232.36
<b>Total</b>	<b>0.15</b>	<b>0.14</b>	<b>1.43</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>	<b>0.02</b>	<b>0.00</b>	<b>0.01</b>	<b>0.01</b>		<b>232.08</b>		<b>0.01</b>		<b>232.36</b>

## 4.0 Mobile Detail

### 4.1 Mitigation Measures Mobile

	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	14.69	23.30	120.89	0.18	20.27	0.84	21.11	0.28	0.80	1.08		17,819.49		0.79		17,836.00
Unmitigated	14.69	23.30	120.89	0.18	20.27	0.84	21.11	0.28	0.80	1.08		17,819.49		0.79		17,836.00
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	579.92	630.08	534.16	1,604,098	1,604,098
Condo/Townhouse	336.09	365.16	309.57	929,648	929,648
General Office Building	77.07	16.59	6.86	139,562	139,562
Strip Mall	2,074.18	1,967.47	956.12	2,924,847	2,924,847
Total	3,067.26	2,979.30	1,806.71	5,598,154	5,598,154

#### 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

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
Condo/Townhouse	10.80	7.30	7.50	32.90	18.00	49.10
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00

## 5.0 Energy Detail

### 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	0.09	0.79	0.35	0.00		0.00	0.06		0.00	0.06		999.92		0.02	0.02	1,006.00
NaturalGas Unmitigated	0.09	0.79	0.35	0.00		0.00	0.06		0.00	0.06		999.92		0.02	0.02	1,006.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	4628.92	0.05	0.43	0.18	0.00		0.00	0.03		0.00	0.03		544.58		0.01	0.01	547.89
Condo/Townhouse	3442.79	0.04	0.32	0.14	0.00		0.00	0.03		0.00	0.03		405.03		0.01	0.01	407.50
General Office Building	209.616	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		24.66		0.00	0.00	24.81
Strip Mall	217.973	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		25.64		0.00	0.00	25.80
<b>Total</b>		<b>0.09</b>	<b>0.79</b>	<b>0.36</b>	<b>0.00</b>		<b>0.00</b>	<b>0.06</b>		<b>0.00</b>	<b>0.06</b>		<b>999.91</b>		<b>0.02</b>	<b>0.02</b>	<b>1,006.00</b>

### 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	4.62892	0.05	0.43	0.18	0.00		0.00	0.03		0.00	0.03		544.58		0.01	0.01	547.89
Condo/Townhouse	3.44279	0.04	0.32	0.14	0.00		0.00	0.03		0.00	0.03		405.03		0.01	0.01	407.50
General Office Building	0.209616	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		24.66		0.00	0.00	24.81
Strip Mall	0.217973	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00		25.64		0.00	0.00	25.80
<b>Total</b>		<b>0.09</b>	<b>0.79</b>	<b>0.36</b>	<b>0.00</b>		<b>0.00</b>	<b>0.06</b>		<b>0.00</b>	<b>0.06</b>		<b>999.91</b>		<b>0.02</b>	<b>0.02</b>	<b>1,006.00</b>

## 6.0 Area Detail

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### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.06	0.14	11.97	0.00		0.00	0.06		0.00	0.06	0.00	20.90		0.02	0.00	21.38
Unmitigated	6.06	0.14	11.97	0.00		0.00	0.06		0.00	0.06	0.00	20.90		0.02	0.00	21.38
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	1.53					0.00	0.00		0.00	0.00						0.00
Consumer Products	4.13					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	0.40	0.14	11.97	0.00		0.00	0.06		0.00	0.06		20.90		0.02		21.38
<b>Total</b>	<b>6.06</b>	<b>0.14</b>	<b>11.97</b>	<b>0.00</b>		<b>0.00</b>	<b>0.06</b>		<b>0.00</b>	<b>0.06</b>	<b>0.00</b>	<b>20.90</b>		<b>0.02</b>	<b>0.00</b>	<b>21.38</b>

### 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	1.53					0.00	0.00		0.00	0.00						0.00
Consumer Products	4.13					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	0.40	0.14	11.97	0.00		0.00	0.06		0.00	0.06		20.90		0.02		21.38
<b>Total</b>	<b>6.06</b>	<b>0.14</b>	<b>11.97</b>	<b>0.00</b>		<b>0.00</b>	<b>0.06</b>		<b>0.00</b>	<b>0.06</b>	<b>0.00</b>	<b>20.90</b>		<b>0.02</b>	<b>0.00</b>	<b>21.38</b>

## **7.0 Water Detail**

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### **7.1 Mitigation Measures Water**

## **8.0 Waste Detail**

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### **8.1 Mitigation Measures Waste**

## **9.0 Vegetation**

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**Attachment D**  
**Sewer System Analysis**



# Saticoy Village Flow Study - Ventura, CA

Project: Saticoy Village Development

Location: Manhole  
11220 Jonquill Avenue  
Ventura, CA

GPS: 34 d 17' 10" N / 119 d 8' 56" W

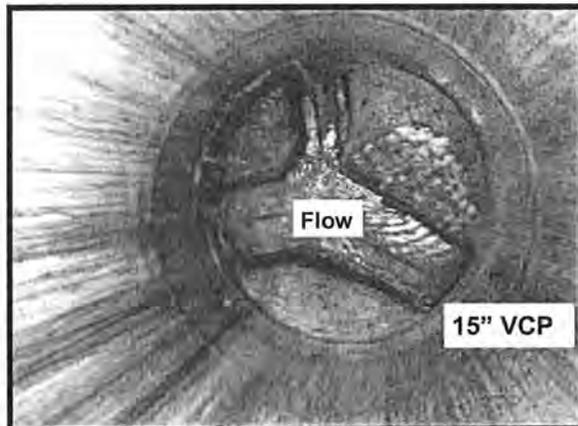
Pipe Size: 15" VCP

Time Period: 2/10/2012 - 12:00 a.m.  
2/24/2012 - 12:00 a.m.

Client:  
Jensen Design and Survey, Inc.  
1672 Donlon Street  
Ventura, Calif., 93003



## Manhole - Layout



## Manhole - Condition

### Condition of Pipe at Manhole:

- This is a newer manhole with poly walls.
- A slight build-up of grease from 8" condominium line is present.
- Manhole cover and ring are in great condition.
- Flow is steady and constant.

## Equipment

Teledyne Isco 2150 Area Velocity Flow Meter with 10' measuring range:

### Level Measurement:

- Method - Submerged pressure transducer mounted in the flow stream
- Transducer Type - Differential linear integrated circuit pressure transducer
- Range (standard) 0.033 to 10 ft (0.010 to 3.05 m); (optional) up to 30 ft (9.15 m).
- Maximum Allowable Level 34 ft (10.5 m)
- Accuracy  $\pm 0.01$  ft from 0.033 to 10 ft, ( $\pm 0.003$  m from 0.01 to 3.05 m,)
- Long-Term Stability  $\pm 0.023$  ft/yr ( $\pm 0.007$  m/yr)
- Compensated Range 32° to 122°F (0° to 50°C)

### Velocity Measurement:

- Method - Doppler ultrasonic, frequency 500 kHz
- Typical Minimum Depth 0.08 ft (25 mm)
- Range -5 to +20 ft/s (-1.5 to +6.1 m/s)
- Accuracy (in water with uniform velocity profile, speed of sound = 4850 ft/s, for indicated velocity range)  $\pm 0.1$  ft/s from -5 to 5 ft/s ( $\pm 0.03$  m/s from -1.5 to +1.5 m/s)
- $\pm 2\%$  of reading from 5 to 20 ft/s (1.5 to 6.1 m/s)

### Method Of Insertion:

- Street level installation, 15" stainless steel ring with transducer mounted to center of ring.



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# Saticoy Village Flow Study - Ventura, CA

Project: Saticoy Village Development

Manhole Location: 11220 Jonquill Avenue, Ventura, CA

Pipe Size: 15" VCP

Time Period: 2/10/2012 - 12:00 a.m. to 2/24/2012 - 12:00 a.m.

## Level - Inches

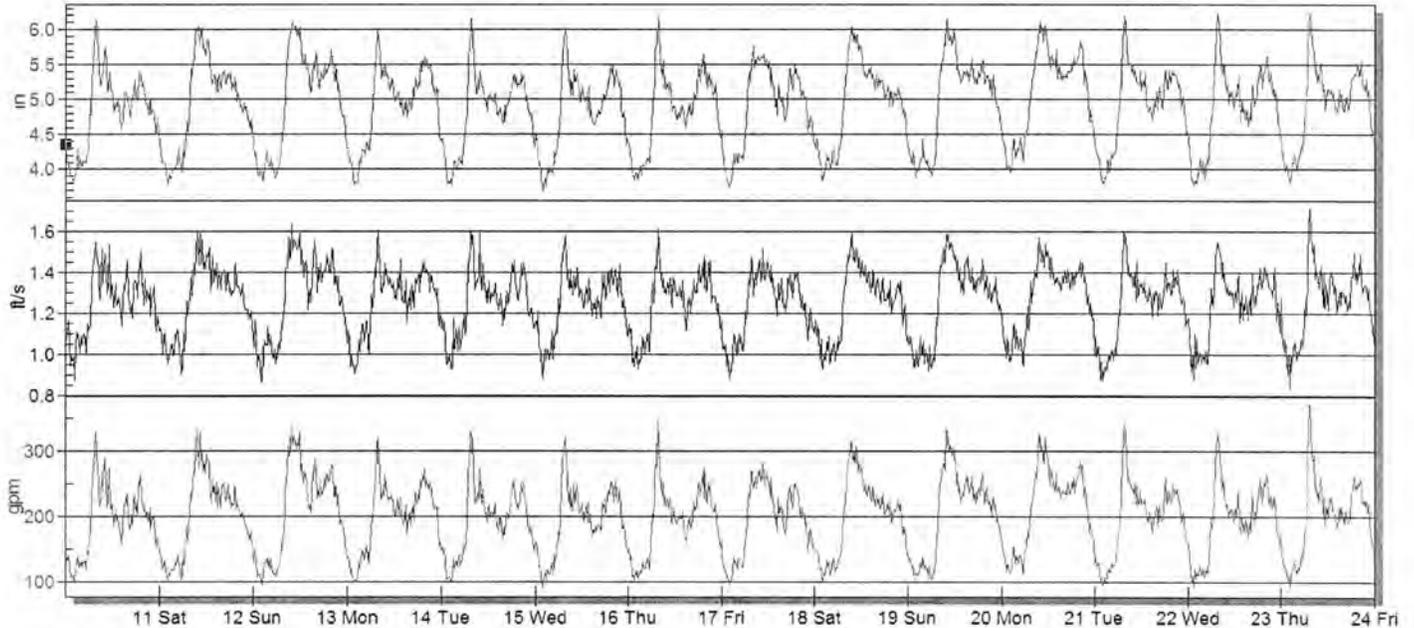
Average:	.....	4.857
Maximum:	.....	6.233
Minimum:	.....	3.651
Max d/D:	.....	42%

## Velocity - Feet Per Second

Average:	.....	1.209
Maximum:	.....	1.711
Minimum:	.....	.664

## Flow Rate - Gallons Per Minute

Average:	.....	191.15
Maximum:	.....	370.09
Minimum:	.....	70.93
Max. Peak Factor:	.....	1.94



— Maximum Level

— Maximum Velocity

— Maximum Flow Rate

# Saticoy Village Flow Study - Ventura, CA

Project: Saticoy Village Development

Location: Manhole  
11151 Aster Street  
Ventura, CA

GPS: 34 d 17' 8" N / 119 d 8' 59" W

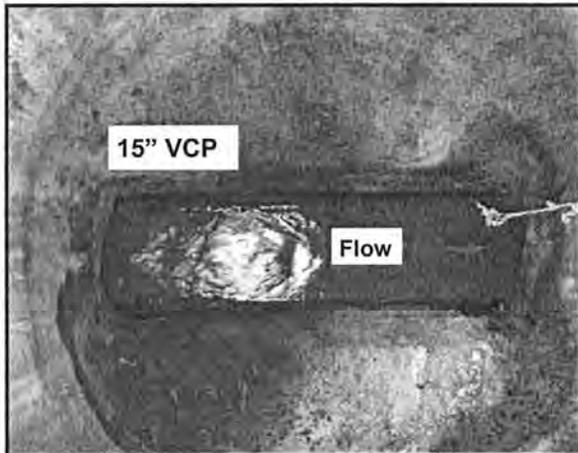
Pipe Size: 15" VCP

Time Period: 2/10/2012 - 12:00 a.m. to  
2/24/2012 - 12:00 a.m.

Client:  
Jensen Design and Survey, Inc.  
1672 Donlon Street  
Ventura, Calif., 93003  
(805) 654-6977



## Manhole - Layout



## Manhole - Condition

### Condition of Pipe at Manhole:

- No evidence of decay at manhole, No signs of stoppage or overflow, Concrete to VCP transition in very good condition.
- No signs of surcharge, pipe slope allows very good flow
- Slight amount of grease on pipe walls.

## Equipment

Teledyne Isco 2150 Area Velocity Flow Meter with 10' measuring range:

### Level Measurement:

- Method - Submerged pressure transducer mounted in the flow stream
- Transducer Type - Differential linear integrated circuit pressure transducer
- Range (standard) 0.033 to 10 ft (0.010 to 3.05 m); (optional) up to 30 ft (9.15 m).
- Maximum Allowable Level 34 ft (10.5 m)
- Accuracy  $\pm 0.01$  ft from 0.033 to 10 ft, ( $\pm 0.003$  m from 0.01 to 3.05 m,)
- Long-Term Stability  $\pm 0.023$  ft/yr ( $\pm 0.007$  m/yr)
- Compensated Range 32° to 122°F (0° to 50°C)

### Velocity Measurement:

- Method - Doppler ultrasonic, frequency 500 kHz
- Typical Minimum Depth 0.08 ft (25 mm)
- Range -5 to +20 ft/s (-1.5 to +6.1 m/s)
- Accuracy (in water with uniform velocity profile, speed of sound = 4850 ft/s, for indicated velocity range)  $\pm 0.1$  ft/s from -5 to 5 ft/s ( $\pm 0.03$  m/s from -1.5 to +1.5 m/s)
- $\pm 2\%$  of reading from 5 to 20 ft/s (1.5 to 6.1 m/s)

### Method Of Insertion:

- Street level installation, 15" stainless steel ring with transducer mounted to center of ring.



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# Saticoy Village Flow Study - Data Summary

Project: Saticoy Village Development - City of Ventura

Manhole Location: 11151, Aster Road, Ventura, CA

Pipe Size: 15" VCP

Time Period: 2/10/2012 - 12:00 a.m. to 2/24/2012 - 12:00 a.m.

## Level - Inches

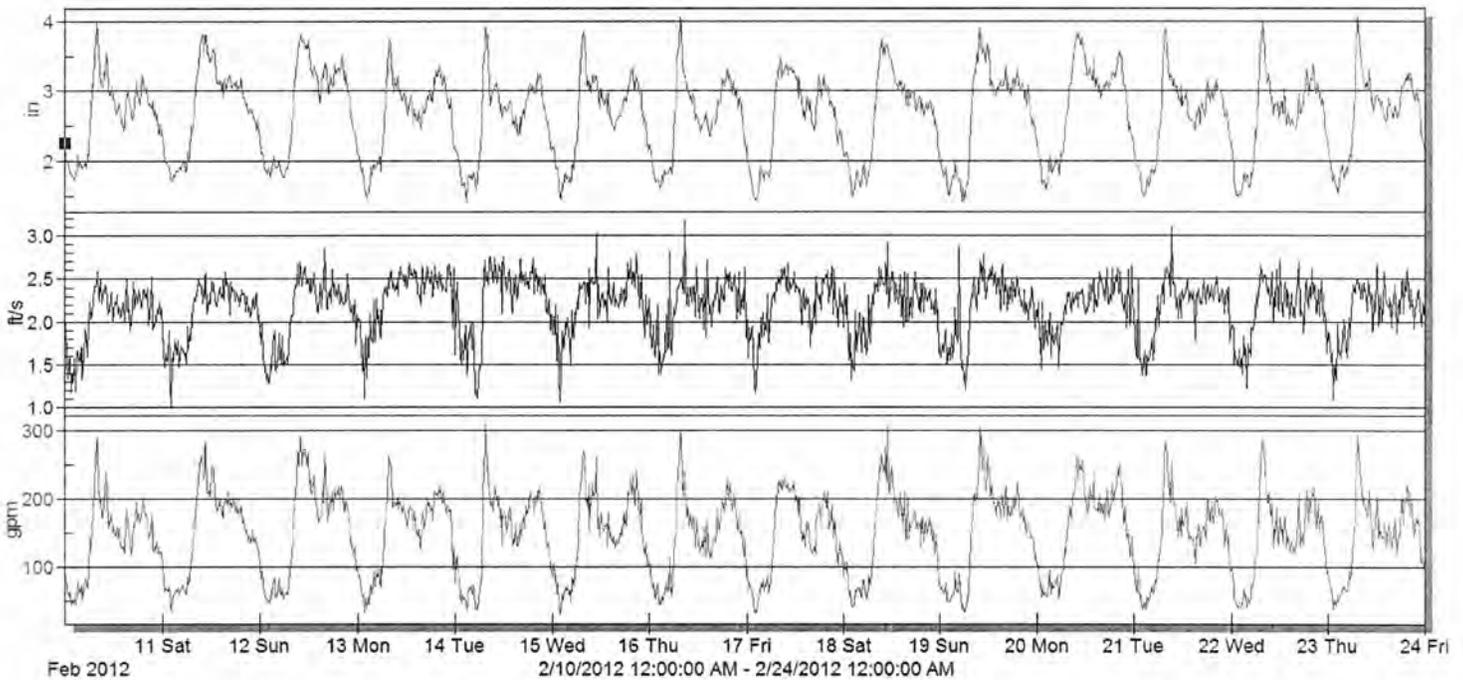
Average:	.....	2.612
Maximum:	.....	4.054
Minimum:	.....	1.344
Max d/D:	.....	27%

## Velocity - Feet Per Second

Average:	.....	1.984
Maximum:	.....	3.177
Minimum:	.....	.76

## Flow Rate - Gallons Per Minute

Average:	.....	135.21
Maximum:	.....	308.24
Minimum:	.....	9.473
Max. Peak Factor:	.....	2.29



— Maximum Level

— Maximum Velocity

— Maximum Flow Rate

# Saticoy Village Flow Study - Ventura, CA

Project: Saticoy Village Development

Location: Manhole on Bike Path  
Telephone Road & Wells Road  
Ventura, CA

GPS: 34 d 17' 0" N / 119 d 9' 4" W  
Pipe Size: 15" VCP

Time Period: 2/10/2012 - 12:00 a.m. to  
2/24/2012 - 12:00 a.m.

Client:  
Jensen Design and Survey, Inc.  
1672 Donlon Street  
Ventura, Calif., 93003  
(805) 654-6977



## Manhole - Layout



## Manhole - Condition

### Condition of Pipe at Manhole:

- Manhole had a hinged cover with flexible seal. Both hinge and seal are in great condition
- Interior of manhole is spray lined, bottom portion of manhole is showing some blistering.
- Pipe transitions in manhole are in very good condition.

## Equipment

Teledyne Isco 2150 Area Velocity Flow Meter with 10' measuring range:

### Level Measurement:

- Method - Submerged pressure transducer mounted in the flow stream
- Transducer Type - Differential linear integrated circuit pressure transducer
- Range (standard) 0.033 to 10 ft (0.010 to 3.05 m); (optional) up to 30 ft (9.15 m).
- Maximum Allowable Level 34 ft (10.5 m)
- Accuracy  $\pm 0.01$  ft from 0.033 to 10 ft, ( $\pm 0.003$  m from 0.01 to 3.05 m,)
- Long-Term Stability  $\pm 0.023$  ft/yr ( $\pm 0.007$  m/yr)
- Compensated Range 32° to 122°F (0° to 50°C)

### Velocity Measurement:

- Method - Doppler ultrasonic, frequency 500 kHz
- Typical Minimum Depth 0.08 ft (25 mm)
- Range -5 to +20 ft/s (-1.5 to +6.1 m/s)
- Accuracy (in water with uniform velocity profile, speed of sound = 4850 ft/s, for indicated velocity range)  $\pm 0.1$  ft/s from -5 to 5 ft/s ( $\pm 0.03$  m/s from -1.5 to +1.5 m/s)
- $\pm 2\%$  of reading from 5 to 20 ft/s (1.5 to 6.1 m/s)

### Method Of Insertion:

- Confined Space Entry Required, Tripod, 4-gas sensor, ventilator all required.



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# Saticoy Village Flow Study - Ventura, CA

Project: **Saticoy Village Development**

Manhole Location: **Bike Path, Telephone Road & Wells Road, Ventura, CA**

Pipe Size: **18" VCP**

Time Period: 2/10/2012 - 12:00 a.m. to 2/24/2012 - 12:00 a.m.

## Level - Inches

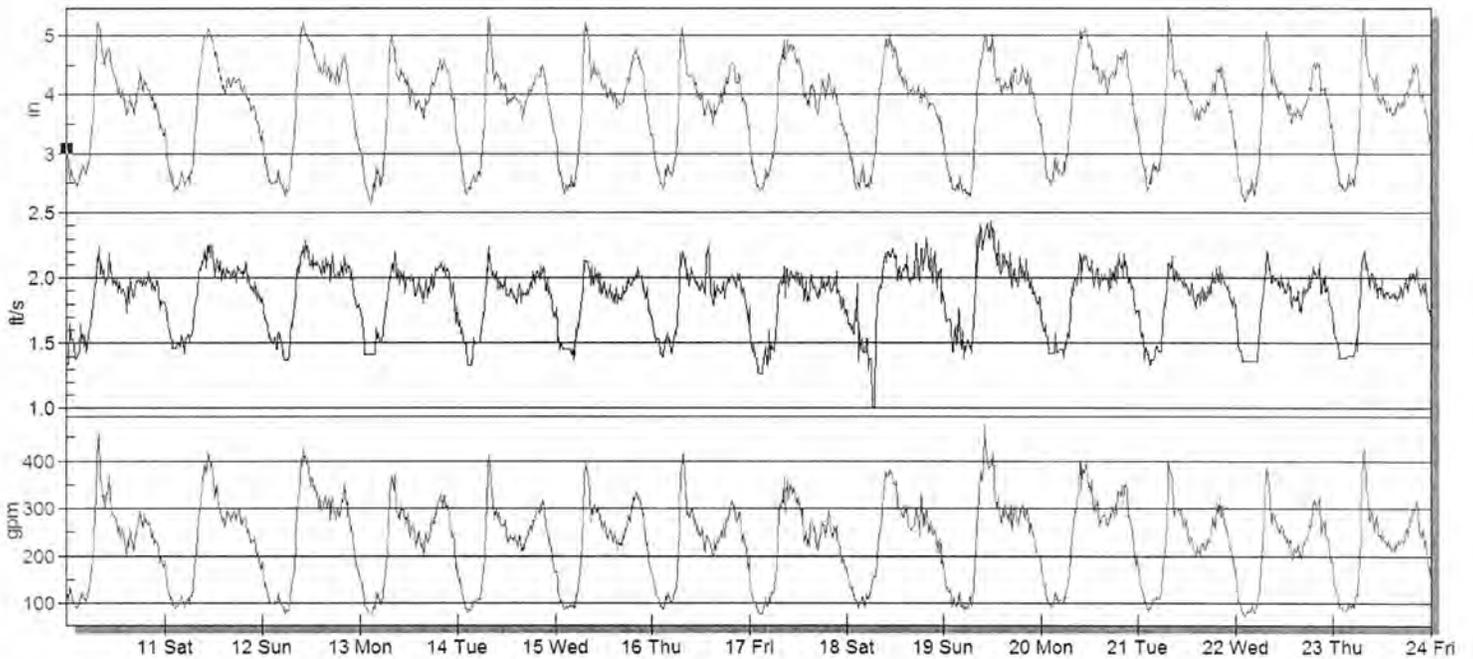
Average:	.....	3.683
Maximum:	.....	5.303
Minimum:	.....	2.097
Max d/D:	.....	30%

## Velocity - Feet Per Second

Average:	.....	1.797
Maximum:	.....	2.434
Minimum:	.....	1.013

## Flow Rate - Gallons Per Minute

Average:	.....	219.94
Maximum:	.....	474.39
Minimum:	.....	70.24
Max. Peak Factor:	.....	2.09



— Maximum Level

— Maximum Velocity

— Maximum Flow Rate