

**CITY OF SAN BUENAVENTURA – REDEVELOPMENT OF WESTVIEW VILLAGE
INITIAL STUDY/MIGRATED NEGATIVE DECLARATION**

I. BACKGROUND

Project No: PROJ-7951
Case: TIM-1-15-25949
No: PD-1-15-25947
DRC-1-15-25948
EIR-1-15-25950

Lead Agency Name/Address City of San Buenaventura
501 Poli Street
Ventura, California 93001

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Applicant Name/Address Housing Authority of the City of San
Buenaventura
Veronica Garcia, Housing Development
Manager
995 Riverside Street
Ventura, California 93001

II. PROJECT DESCRIPTION

Project Location

The project site encompasses the San Buenaventura Housing Authority's (hereafter referred to as the project applicant) Westview Village (hereinafter referred to as the project site). The project site is located on the western edge of the City of San Buenaventura (hereafter City of Ventura). (Refer to **Figure 1, Project Location**). The 20.6-acre site is located within the City's Westside Community Plan Area and is generally situated east of State Route 33 west of Olive Street, south of Lewis Street, and north of Rosewood Street, and specifically is bound by Snow Court, Warner Street, Riverside Street and Flint Street (APN 068-0-132-095). The area surrounding the project site is fully developed and consists mainly of residential and light industrial uses. Two-story multi-family units are located immediately south of the project site and general industrial and light industrial uses are located north and west of the project site. Additional residential uses are interspersed among general commercial uses directly east of the project site.



SOURCE: Westview Village Traffic Study, prepared by Stantec Consulting Services, Inc.

FIGURE 1

Project Location

Project Background:

The project site is developed with 180 multifamily units in 51, one-story buildings, a 10,582 square foot community building, a 13,075 square foot Housing Authority administration building, a small playground, a turf area, internal roadways, surface parking, and landscaping. The existing affordable housing units occupy 203,033 square feet on the project site. On-street parking is available throughout the project site. The multi-family buildings are flanked by mature as well as irrigated lawn and shrubs. Approximately 450 individuals currently live on the project site and the Housing Authority administration building is used by staff members.

The multi-family units were constructed in the 1950s and 1960s and were the first affordable housing units constructed in the City of Ventura. In September 2009, the Historic Preservation Committee reviewed and accepted a Phase 1 Historic Report and recommended to the Community Development Director that the demolition of the units be allowed to proceed under the condition that: (i) the City designate the project site as a point of interest to reflect its position as the first (public) housing project in Ventura, (ii) the project applicant incorporate an interpretive center highlighting the significance of the project site, and (iii) the project applicant preserve as many existing mature trees as possible.¹ The project applicant proposes to incorporate an interpretative center as a component of the proposed project, and will preserve at least 16 trees on the project site. Further, as discussed in **Section V, Cultural Resources** the project applicant will work with the City to designate the project site as a point of interest.

Between February 2010 and June 2015, the City's Design Review Committee, Planning Commission and City Council reviewed various iterations of the project and provided direction for modifications to the proposed project.

Proposed Project:

The proposed project would develop a mix of residential uses on the 20.6-acre site. All buildings (excluding the Housing Authority administration building) would be demolished and the site would be redeveloped with a total of 320 residential units in 42 two, and three-story buildings providing a combination of affordable rental multi-family units, rental senior units, and for-sale units. In addition, amenity space (in the form of recreational areas/open space), parking, site serving infrastructure, and landscaping would be provided on the project site. The proposed project site plan is shown in **Figure 2, Project Site Plan**.

The project applicant intends to apply for LEED Neighborhood Development (ND) certification. Therefore the proposed project would be required to reduce indoor water usage by an average of 20 percent from the LEED baseline. All toilets, faucets, and showerheads would be required to be WaterSense labeled.² In addition, the proposed project will be required to incorporate water efficient landscaping and stormwater management strategies such as bioswales, greywater and native and drought tolerant landscaping.

¹ City of Ventura Historic Preservation Committee Minutes, September 28, 2009

² LEED ND v4 Neighborhood Development Addenda



WESTVIEW VILLAGE WITH ITS PROMINENT, MATURE TREE PLANTING AND THE WESTSIDE HILLS AS A BACKDROP POSSESSES A RICH DESIGN CONTEXT UPON WHICH TO BUILD AN ATMOSPHERE OF OUTDOOR COMMUNITY.

THE COMMUNITY IS STRENGTHENED THROUGH THE INTEGRATION OF COMFORTABLE AND PRIVATE OUTDOOR LIVING SPACE FOR ALL RESIDENTS, A SAFE AND ACCESSIBLE PUBLIC STREET SCENE, AND WELL DEFINED COMMUNITY OPEN SPACE THAT PROVIDES RESIDENTS ACCESS TO ON-SITE RECREATION AND HEALTHY LIVING OPPORTUNITIES.

FEATURES

- A. ACTIVE OPEN SPACE – LOW GRADIENT, USABLE TURF FOR INFORMAL SPORTS PLAY AND/OR PAVED SPORTS COURTS
- B. DRIVEABLE TURF FIRE LANE. USEABLE TURF FOR INFORMAL SPORTS
- C. SHARED "LIVING STREET" (WOONERF) FOR PEDESTRIAN ACTIVITY, COMMUNITY EVENTS, AND PARKING. PARKING AND DRIVE SURFACE TO BE PERMEABLE UNIT PAVERS
- D. STORMWATER FILTRATION PLANTERS
- E. EXPANDED 8' WIDE, PERMEABLE PAVEMENT SIDEWALK ALONG COMMUNITY EDGE OF "LIVING STREET" – PEDESTRIAN SURFACE FLUSH W/ ADJACENT PARKING AND DRIVE
- F. SMALL COMMUNITY BUILDING AND COMMUNITY GARDEN HUB AND COURTYARD
- G. PARKING COURT W/ PERMEABLE PAVEMENT PARKING SURFACE, SHADE TREES PLANTED AT BACK OF STALL
- H. COMMUNITY ROOFTOP TERRACE
- I. RAINWATER COLLECTION CISTERN AND AQUEDUCTS
- J. COMMUNITY CENTER ENTRY PLAZA AND EVENT SPACE

- K. COMMUNITY AMPHITHEATER W/SUNKEN TURF SEATING AREA
- L. PERMEABLE PARKING SURFACE
- M. STORMWATER INFILTRATION AND SHOWCASE PLANTING
- N. CHILDREN'S PLAY SPACE (AGES 5-12)
- O. CHILDREN'S PLAY SPACE (AGES 2-5)
- P. COMMUNITY GARDEN ENTRY W/ COMMUNITY EVENT KIOSK AND ART DISPLAY
- Q. COMMUNITY GARDEN ORCHARD W/ MIX OF CITRUS AND FLOWERING FRUIT TREES
- R. PRIVATE ENTRY PORCH W/ RESIDENT USE LANDSCAPE/GARDEN SPACE
- S. RESIDENT SERVING COMMUNITY GARDEN/FOOD PRODUCTION
- T. EDIBLE LANDSCAPE SHOWCASE AREA
- U. COMMUNITY GARDEN SHOWCASE AREA AND FOOD TRUCK PARKING
- V. PASSIVE OPEN SPACE
- W. SENIOR'S PRIVATE COURTYARD W/ MANAGED ACCESS
- X. CHILDREN'S LEARNING COURTYARD ADJACENT TO CLASSROOM SPACE

CONCEPTUAL PLANT PALETTE

Sunset zone: 24
 WUCOLS region: 3
 *WUCOLS designation noted in parentheses after common name; Very Low (VL), Low (L), Moderate (M), and High (H)

Trees:

- Agonis flexuosa / Peppermint Tree (L)
- Arbutus Marina' / N.C.N. (M)
- Alnus rhombifolia / White Alder (M)
- Cassia leptophylla/ Gold Medalion Tree (M)
- Cercis canadensis / Eastern Redbud (M)
- Cercis occidentalis / Western Redbud (L)
- Citrus aurantifolia / Lime tree (M)
- Citrus japonica/Kumquat (M)
- Citrus limon /Lemon tree (M)
- Citrus sinensis / Orange tree (M)
- Eucalyptus ficifolia / Red Flowering Gum (L)
- Geijera parviflora / Australian Willow (L)
- Gleditsia triacanthos/ Honeylocust (M)
- Koeleruteria bipinnata/Chinese Flame tree (M)
- Lagerstromia x indica x faurei/Crape Myrtle (M)
- Lophostemon confertus / Brisbane Box (M)
- Metaleuca quinquerivaria / Paperbark Tree (L)
- Olea europaea / Olive (L)
- Pistacia chinensis/Chinese pistache (M)
- Platanus racemosa / California Sycamore (L)
- Pyrus calleryana/ Callery Pear cultivars (M)
- Pyrus kawakamii/Evergreen pear (M)
- Quercus agrifolia / Coast Live Oak (L)
- Quercus virginiana / Southern Live Oak (L)
- Ulmus parvifolia /Lacebark elm (M)
- Tipuana tipu/Tipu tree (M)

Shrubs:

- Anigozanthos spp / Kangaroo Paw (L)
- Arctostaphylos spp. / Manzanita (L)
- Berberis nevini / Nevin's Barberry (L)
- Carpenteria californica / Bush Anemone (L)
- Callistemon viminalis Little John' / Dwarf Bottlebrush (M)
- Ceanothus spp. / Wild Lilac (L)
- Cistus spp. / Rockrose (L)
- Echium candicans / Pride of Madeira (L)
- Galvezia speciosa / Island Bush Snapdragon (L)
- Grevillea spp. / N.C.N. (L)
- Heteromeles arbutifolia / Toyon (L)
- Kniphofia uvularia / Red-Hot Poker (L)
- Laurus nobilis / Sweet Bay (L)
- Lavandula spp. / Lavender (L)
- Leptospermum spp. / New Zealand Tea Tree (L)
- Phlomis fruticosa / Jerusalem Sage (L)
- Phormium spp. / New Zealand Flax (L)
- Punica granatum / Pomegranate (M)
- Rhaphiolepis indica cv. / Indian Hawthorn (M)
- Rhaphiolepis umbellata Minor' / Dwarf Yeddo Hawthorn (M)
- Rhamnus spp. / Coffeeberry (VL)
- Rhus integrifolia / Lemonade Berry (VL)
- Ribes spp. / Currant (L)
- Rosmaninus spp. / Rosemary (L)
- Salvia spp. / Sage (L)
- Tagetes lemmonii / Mexican Marigold (L)
- Trichostema lanatum / Woolly Blue Curly (VL)
- Verbena lilacina De La Mina' / Cedros Island Verbena (L)
- Westringia Wynyabbie Gem' / Coast Rosemary (L)

Succulents:

- Agave spp. / Agave (L)
- Aeonium spp. / N.C.N. (L)
- Aloe spp. / Aloe (L)
- Calandrinia grandiflora / NCN (L)
- Crassula spp. (L)
- Dudleya spp. (L)
- Echeveria spp. (L)
- Euphorbia tirucalli Sticks on Fire' / Red Pencil Tree (L)
- Senecio mandraliscae / Kleinia (L)

Grasses:

- Festuca ovina glauca Elijah Blue' / Elijah Blue Fescue (M)
- Helictotrichon sempervirens / Blue Oat Grass (M)
- Leymus condensatus Canyon Prince' / Wild Rye (M)
- Lygoum spartum / False Esparto Grass (M)
- Muhlenbergia rigens / Deer Grass (L)
- Muhlenbergia dubia / Pine Muhly (L)
- Nassella tenuissima / Mexican Feather Grass (VL)

Bio-Swales/ Detention Planting:

Reference: *Low Impact Development Manual for Southern California: Technical Guidance and Site Planning Strategies*; Appendix A: "Bioretention Plant list" (for the on-site swales)

- Carex spp. / Sedge (M)
- Juncus effusus/Soft Rush (M)
- Juncus patens / California Gray Rush (M)
- Chondropetalum tectorum/Small Cape Rush (M)
- Leymus condensatus/Wild Rye Grass (M)
- Leymus triticoides / Creeping Wild Rye (M)
- Mimulus cardinalis / Scarlet Monkeyflower (M)
- Zephyranthes candida / Rain Lily (M)

Ground Cover:

- Arctostaphylos Emerald Carpet' / Carpet Manzanita (L)
- Cotoneaster dammeri Lowfast' / Bearberry Cotoneaster (L)
- Ceanothus griseus horizontalis / Carmel Creeper (L)
- Dymondia margaretae / N.C.N. (L)
- Erigeron karvinskianus / Santa Barbara Daisy (M)
- Fragaria chiloensis / Beach Strawberry (M)
- Rosmaninus spp. (L)

Vines:

- Bougainvillea San Diego Red' / Bougainvillea (L)
- Distictis buccinatoria / Blood Red Trumpet Vine (M)
- Distictis laxiflora / Vanilla Trumpet Vine (M)
- Jasminum tortuosum / Twisted Jasmine (M)
- Phialadephus mexicanus Double Flowering' / Evergreen Mock Orange (M)
- Pyrostegia venusta / Flame Vine (M)
- Thunbergia gregorii / Orange Clock Vine (M)

Fruiting Plants:

- Citrus spp. (M)
- Diospyros kaki cv. / Persimmon (M)
- Ficus carica cv. / Fig (M)
- Persea americana / Avocado (M)
- Prunus persica cv. / Peach (M)
- Prunus salicina cv. / Plum (M)
- Punica cv. / Pomegranate (M)
- Vitis spp. / Edible Grape

Note: Tree and plant species in public areas will be subject to City approval. Low water use plants may be substituted for the species listed here by the project Landscape Architect under the discretion of the City of Ventura.

SOURCE: Pacific Coast Land Design, Inc., 6/3/15.

FIGURE 2

Table 1, Proposed Project Residential Uses Summary, presents a summary of the various types residential units that would be constructed on the project site. A brief description of the proposed uses follows the table.

**Table 1
Proposed Project Residential Uses Summary**

Building Type	Number of Buildings	Total Number of Units	Building Type Square Footage	Total Building Square Footage¹
Multi-family (affordable)				
12 Unit	7	84	12,440	87,080
9 Unit	6	54	8,600	51,600
9 Unit A	3	27	8,880	26,640
6 Unit	3	18	6,040	18,120
6 Unit A	2	12	6,320	12,640
4 Unit	3	12	4,620	13,860
North 6-Unit	4	24	6,060	24,240
North 3-Unit	1	3	2,920	2,920
50-Unit Senior Building ²	1	50	63,325	63,325
Row Houses/Duplexes (for sale)				
5-Unit Type Row House	4	20	9,100	36,400
2-Unit Type Duplex	8	16	4,000	32,000
Total	42	320	-	368,825

Source: RNT Architects

Notes:

¹ = Total Building Square Footage = Number of Buildings X Building Type Square Footage; Total building square footage includes square feet of each 1, 2, 3, and 4 bedroom unit within each building.

² = Includes one 2-bedroom manager unit.

Residential Uses:

Multi family

The proposed project would result in the development of 320 affordable multi-family units (including one building with 50-senior units). Multi-family units would be provided in a variety of one-bedroom, two-bedroom, three-bedroom, and four-bedroom units ranging in size from approximately 640 square feet to 1,400 square feet.

The multi-family units would be provided within 30 buildings, as described above, one senior building would also be provided on the project site. The multi-family buildings would not exceed the 45 foot zoning height limit, but would include two and three story units that range in height and range from 21 to 41 feet. (The 50-unit senior building, the tallest residential building,

would be 41 feet tall). As shown in **Figure 3, Proposed Project Building Layout**, the layout of the project site is such that the three-story buildings would be located in the interior of the site or adjacent to existing off-site three-story commercial buildings. The three-story senior building would be located along the eastern boundary of the project site between Flint Street and Warner Street. Two-story buildings are proposed along the northern and southern boundaries of the project site.

The architectural style can be described as simple stucco and wood sided forms of local worker housing with a nod to the classic formal language of surrounding industrial buildings. **Figure 4, Proposed Project 12 Unit Industrial Design Scheme Elevation** illustrates the “industrial” design scheme for the proposed structures. Scale and massing would be consistent with the surrounding neighborhood (i.e., proposed two-story buildings would be constructed adjacent to existing two-story buildings, while the proposed three-story structures would be concentrated in the central portion of the project site and near the existing three store buildings along Olive Street). The three story buildings would be no more than 41 feet tall from finished grade to top of the roofline.

Row Houses and Duplexes:

The proposed project includes 20 for-sale row houses and 16 for-sale duplexes. The proposed row houses and duplexes would be comprised of two-bedroom and three-bedroom units. The two-story duplexes would be located along the southern boundary of the project site adjacent to existing two-story multi-family units, while the two-story row houses would be located directly north of the duplexes. As shown in **Figure 5, Proposed Project Duplex Industrial Design Scheme Elevation**, these buildings would also be in the industrial style.

Housing Authority Administration Building:

No structural changes would be made to the existing Housing Authority administration building. Under the proposed project the building’s interior would be remodeled, however the building square footage and exterior would not change.



SOURCE: RNT Architects, Inc.

FIGURE 3

Proposed Project Building Layout



SOURCE: RNT Architects, Inc.

FIGURE 4

Proposed Project 12 Unit Industrial Design Scheme



SOURCE: RNT Architects, Inc.

FIGURE 5

Proposed Project Duplex Industrial Design Scheme

Amenities:

Project amenities would include construction of a 7,140 square foot community building (affixed to the 50-unit senior building). In addition three 1,100 square foot community use rooms would be provided throughout the project site. (See **Figure 2**). The community building and rooms would offer community programs to residents (e.g., healthy eating and active lifestyle classes, education, employment, and after school programs, and recreation activities). A permanent interpretive exhibit would be included as one of the features of the community building, highlighting the significance of the project site as the City's first affordable housing site. Lastly, a controlled access senior private courtyard area would be located directly south of the senior building.

Two active turf areas would be located on the northeastern and southeastern portions of the project site. These areas would provide opportunities for informal sport activities such as baseball, Frisbee, and soccer. In addition, a half-court basketball area would be located directly adjacent to the northerly active turf area providing additional active recreational opportunities. Two passive turf areas (ideal for picnicking or reading,) are included and would be located in the southern interior portion of the project site.

The two tot lots would include age targeted play structures. One area would be provided for two to five year olds and a separate area would be provided for five to twelve year olds. The tot lot (age two to five) would be located at the northwestern corner of the project site, while the second playground (age five to twelve) would be located adjacent to the community building. Play structures would include equipment such as slides, swings and climbing elements as well as adventure/discovery play opportunities tied to garden and food production to encourage exploration of natural processes. The exploratory play elements are expected to include child scale garden spaces, climbing boulders with sand play, natural balance beams, and steppers or similar features. The ground plane will be a mix of accessible wood fibers and poured in place safety surfacing.

The Housing Authority would manage programmed open spaces, including a community garden and edible landscape space. The community garden would be located along the western portion of the project site along Riverside Street, and an edible landscape space would be located in the center of the project site. The community garden would feature beds for individual food production, while the edible landscape space would be more educational and interpretative in nature. The edible landscape spaces will feature plantings such as herbs and other plants historically used by native peoples as well as a citrus and pit fruit orchard.

"N" Street (as shown in **Figure 2**) would be a designated "living street." While motorists would be permitted to use the roadway, the overall street design would encourage pedestrian activity and community events. Future events could include a street fair or block party which would require the street to be closed to vehicle traffic. An outdoor community gathering and performance area with sunken turf seating and an outdoor child's learning area would be located along Street N, adjacent to the community building.

Landscaping/Open Space:

Landscaping would include drought tolerant and native street trees, turf, and shrubs. Landscaping features would be comprised of 112,226 square feet of common landscaping areas concentrated around the perimeter of the proposed buildings. Non-drought tolerant landscaping would be planted in the 7,772 square foot edible landscaped space located in the center of the project site, and a 4,992 square foot community garden adjacent to the project site's western boundary (See **Figure 6, Proposed Project Landscape Design**). Approximately 25,363 square feet of low water turf would be provided throughout the site to be used as play areas and as a "turf fire lane." The recreational turf areas would be located east of Riverside Street, while the turf fire lane would be located in the northwestern corner of the project site. Each of the duplexes and row homes would have access to a private yard, as would several of the affordable buildings. In sum, approximately 33,488 square feet of landscaping would be provided in the form of private yards.

As shown on **Figure 7, Existing Tree Inventory**, 209 trees are located on the project site. None of the trees located on the project site have been designated as heritage trees; however, all of the trees are considered to be mature trees³. Under the proposed project 193 trees would be removed in accordance with the tree survey and as approved by the City. The trees would be replaced at a 2.9:1 ratio (i.e., 560 new trees would be planted on the project site).⁴ The conceptual plan proposes to replace trees with new trees with an average box size of 24 inches.

Access/Parking:

Vehicular, pedestrian, and bicycle access would be provided along the eastern portion of the project site via the four existing residential streets (e.g., Barnett Street, Warner Street, Flint Street, and Vince Street). A new north/south roadway ("N" Street) would be constructed in the central portion of the site, and traverse the project site from Barnett Street to Vince Street. The new roadway would improve circulation on the project site, while providing additional on-street parking. The existing sidewalks would remain throughout the project site and a new sidewalk would be constructed along N Street to encourage pedestrian activity.

Dedicated parking resident spaces would be provided directly behind the multi-family unit buildings.

Land Use

The City's General Plan land use designation for the project site is Neighborhood High (NH), which allows a density of between 20 to 54 dwelling units per acre. The project site is currently zoned R-3-5 (Residential Multi-Family) which allows a maximum lot coverage of 60 percent, requires 2,400 square feet of land area per dwelling unit, and a maximum building height of 45 feet and 3 stories. Buildout of the proposed project would result in a density of 20.85 dwelling units per acre, which is consistent with the project site's General Plan land use designation and

³ All trees on the project site are categorized as mature. The existing trees were planted in the 1950s and 1990s.

⁴ The City of Ventura's Municipal Code does not currently include a protected tree ordinance.

would not exceed the designated height restrictions (the senior building, the tallest building would be 41 feet), or construct any buildings with four or more stories.

The project site’s zoning provides for 278 base units. As discussed in **Section IX. Land Use**, the project includes 320 units consistent with the Density Bonus Law.

The project includes the following concessions, waivers, and parking modifications to allow the development to be constructed as proposed. They include:

- Vesting Tentative Map Extension – eliminate the 24 month Vesting Tentative Map expiration and apply the Tentative Map expiration and extension processes;
- Modified Development Standards – allow modified setback and lot coverages as provided in **Table 2, Modified Development Standards**;
- Modified Parking Standards – eliminate the requirement for covered parking spaces and provide an equivalent number of tandem parking or uncovered parking spaces.

Table 2
Modified Development Standards

Standard	Required	Minimum Proposed
Front	20 feet	4 feet
Street Side	10 feet	3 feet
Rear	25 feet	3 feet

Project Construction and Phasing

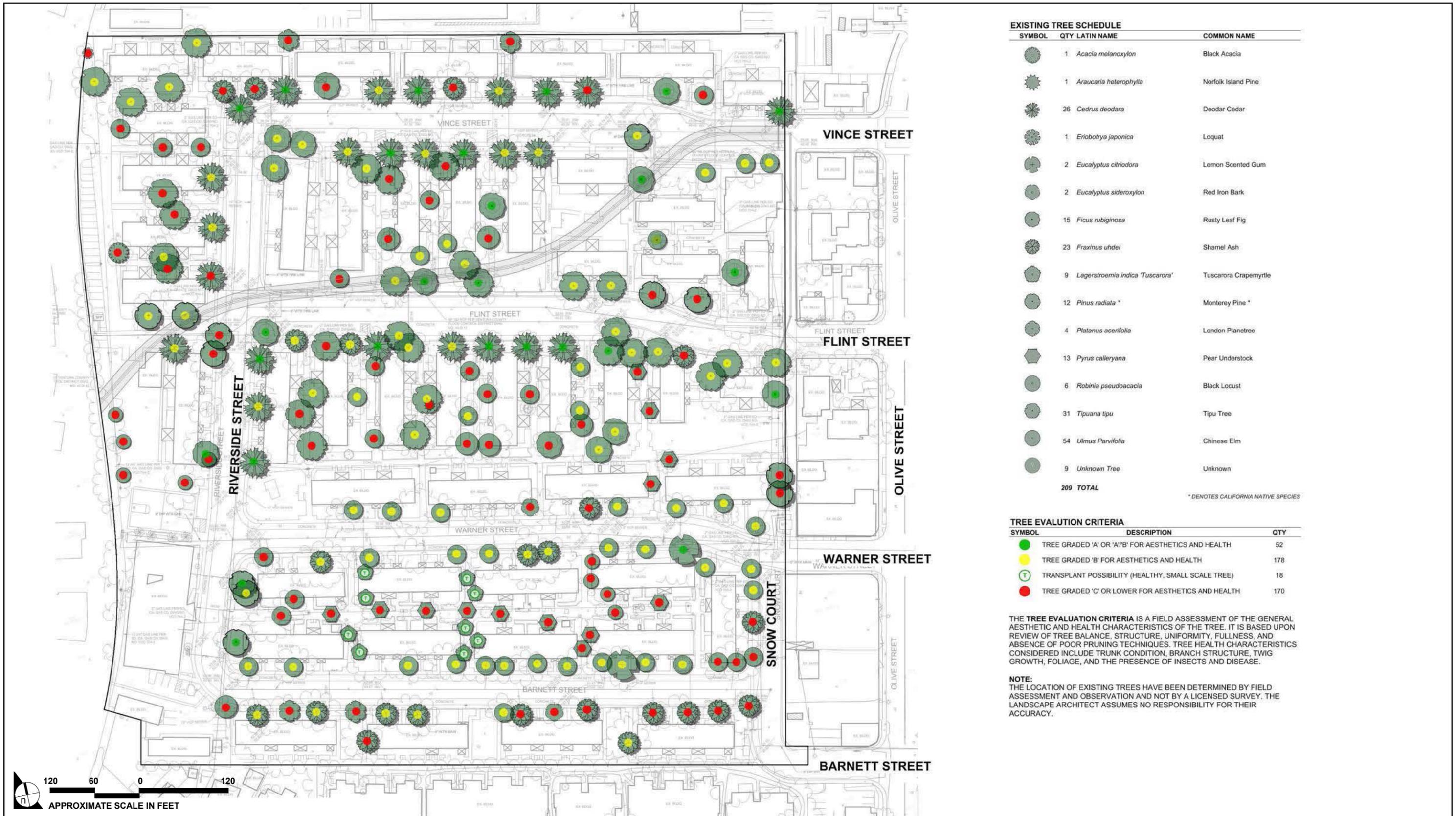
The project would be constructed in four phases between the years 2015 and 2022. Existing residential units would be demolished over a period of four phases to minimize the number of residents which would need to be relocated during construction of the new residential units. As such, the demolition of the existing dwelling units in each phase would be followed by construction of the proposed dwelling units for that particular phase. Once the new units are occupied, the next phase of demolition and construction would begin. The demolition and construction projected to occur during each building phase is included in **Table 3 Proposed Project Building Phases** and **Figure 8, Proposed Project Building Phases**.



SOURCE: Pacific Coast Land Design, Inc., 6/3/15.

FIGURE 6

Proposed Project Landscape Design



EXISTING TREE SCHEDULE

SYMBOL	QTY	LATIN NAME	COMMON NAME
	1	<i>Acacia melanoxylon</i>	Black Acacia
	1	<i>Araucaria heterophylla</i>	Norfolk Island Pine
	26	<i>Cedrus deodara</i>	Deodar Cedar
	1	<i>Eriobotrya japonica</i>	Loquat
	2	<i>Eucalyptus citriodora</i>	Lemon Scented Gum
	2	<i>Eucalyptus sideroxylon</i>	Red Iron Bark
	15	<i>Ficus rubiginosa</i>	Rusty Leaf Fig
	23	<i>Fraxinus uhdei</i>	Shamel Ash
	9	<i>Lagerstroemia indica 'Tuscarora'</i>	Tuscarora Crapemyrtle
	12	<i>Pinus radiata</i> *	Monterey Pine *
	4	<i>Platanus acerifolia</i>	London Planetree
	13	<i>Pyrus calleryana</i>	Pear Understock
	6	<i>Robinia pseudoacacia</i>	Black Locust
	31	<i>Tipuana tipu</i>	Tipu Tree
	54	<i>Ulmus Parvifolia</i>	Chinese Elm
	9	Unknown Tree	Unknown
	209	TOTAL	

* DENOTES CALIFORNIA NATIVE SPECIES

TREE EVALUATION CRITERIA

SYMBOL	DESCRIPTION	QTY
	TREE GRADED 'A' OR 'A/B' FOR AESTHETICS AND HEALTH	52
	TREE GRADED 'B' FOR AESTHETICS AND HEALTH	178
	TRANSPLANT POSSIBILITY (HEALTHY, SMALL SCALE TREE)	18
	TREE GRADED 'C' OR LOWER FOR AESTHETICS AND HEALTH	170

THE TREE EVALUATION CRITERIA IS A FIELD ASSESSMENT OF THE GENERAL AESTHETIC AND HEALTH CHARACTERISTICS OF THE TREE. IT IS BASED UPON REVIEW OF TREE BALANCE, STRUCTURE, UNIFORMITY, FULLNESS, AND ABSENCE OF POOR PRUNING TECHNIQUES. TREE HEALTH CHARACTERISTICS CONSIDERED INCLUDE TRUNK CONDITION, BRANCH STRUCTURE, TWIG GROWTH, FOLIAGE, AND THE PRESENCE OF INSECTS AND DISEASE.

NOTE: THE LOCATION OF EXISTING TREES HAVE BEEN DETERMINED BY FIELD ASSESSMENT AND OBSERVATION AND NOT BY A LICENSED SURVEY. THE LANDSCAPE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY.

SOURCE: Pacific Coast Land Design, Inc., 6/3/15.

FIGURE 7

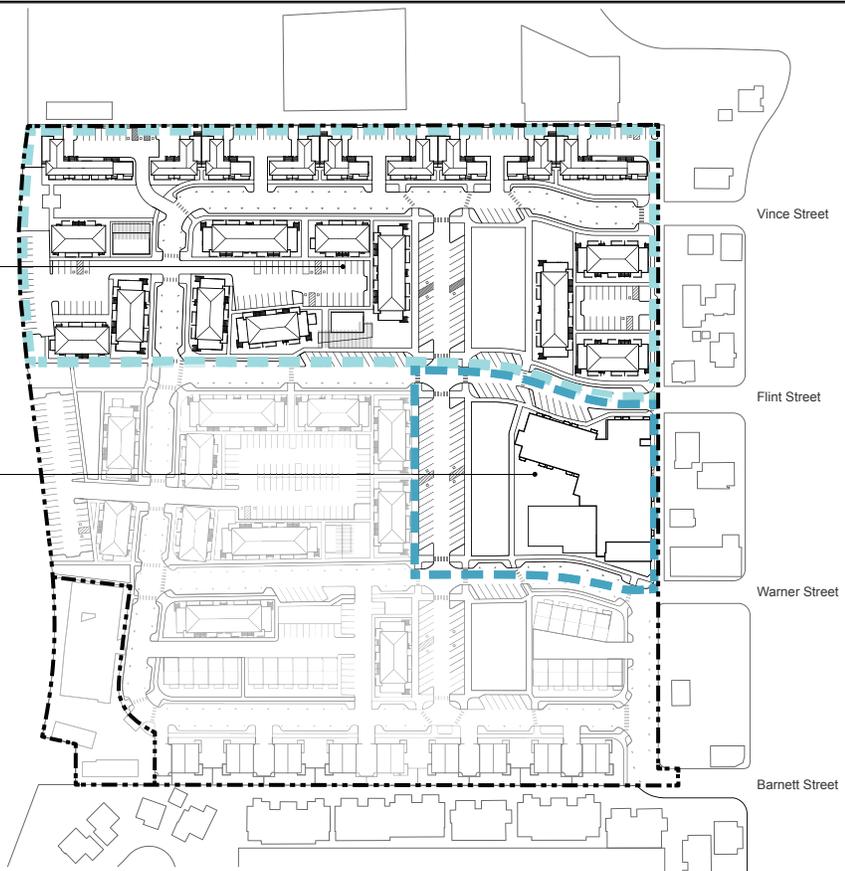
Existing Tree Inventory

PHASE 1A

131 Total Family Units Provided

PHASE 1B

50 Total Senior Units Provided



PHASE 2A

99 Total Family Units Provided

PHASE 2B

40 Total For Sale Units Provided



SOURCE: RNT Architects, Inc.

FIGURE 8

Proposed Project Building Phases

Table 3
Proposed Project Building Phases

Building Phase	Construction of Proposed Unit Type	Proposed Number of Units
1	Rental apartment units	131
2	Rental senior housing units	50
3	Rental apartment units	103
4	For-sale row houses and duplexes	36
	Total	320 units

Source: City of San Buenaventura Housing Authority

Other public agencies whose approval is required:

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 type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

Signature

Date

Jared Rosengren, Associate Planner

City of Ventura

IV. EVALUATION OF ENVIRONMENTAL IMPACTS:

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

I. AESTHETICS. Would the project:		Potentially Significant Impact	Less Than Significant	Less Than Significant	No Impact
			With Mitigation Incorporated	Impact	
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, tress, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

- a) **Less than significant impact.** The nearest scenic view or vista from the project site would be the surrounding knolls located less than 1 mile east and west of the project site. Due to the existing vegetation views are available only intermittently. Existing residences on the project site, as well as residential uses located east of the project site experience interrupted views of the hillsides. Views from the project site consist of existing vegetation (e.g., mature trees) to the east and west of the project site in the foreground, with intermittent views of the hillsides' ridgelines in the background.

Although the proposed project would include 24 three-story multi-family buildings, these structures would be either located in the central portion of the project site, near existing three story structures along Olive Street, or along the eastern boundary of the project site (adjacent to the light industrial area), and would not result in the direct obstruction of hillside views for existing residential uses to the east. Therefore, the proposed project would not block or otherwise impede an existing view of a scenic vista.

The project site is adjacent to State Route-33, which is identified as a principal travel corridor with particular scenic value by the 2005 City of Ventura General Plan. State Route-33 is located approximately 300 feet to the west of the project site. The project site is not readily visible from State Route-33 as the industrial development located between

the project and State Route-33 is comprised of stacks of shipping containers and existing landscaping which impedes views from State Route-33 to the project site. Motorists on State Route-33 would likely have a limited view of the proposed buildings. Additionally, the proposed buildings and landscaping would be compatible with the colors, massing, and landscaping of development in the area. The project could be considered a visual improvement and compared to existing conditions given the design of the compatible buildings, pedestrian-friendly sidewalks, open spaces, and high-quality landscaping onsite. Such an improvement would not degrade scenic views. The 2005 General Plan EIR identified an unavoidable significant impact for the change in visual character of the community due to conversion of farmland to urbanized uses as well as the potential for new development to alter and/or block views from various public view corridors. As described above, the high visual character would not result in a substantial alteration of public views. Further, due to the proximity of the project site from State Route-33, the project would not block views from public view corridors. Therefore, the proposed project would not contribute to the unavoidable significant impact to aesthetics analyzed in the General Plan EIR. Impacts would be less than significant and no further analysis is required.

- b) **No impact.** No highways or roads within or adjacent to the project site are designated as state scenic highways.⁵ Therefore, no impacts would occur and no further analysis is required.⁶
- c) **Less than significant impact.** Buildout of the proposed project would change the existing visual character of the project site which is comprised of single-story residential units. Under the proposed project all 51 buildings (180 affordable housing units) currently on the project site, recreation areas, and 193 mature trees would be removed. The existing Housing Authority administration building would be remodeled but no structural changes would be made to the building. The project site would be redeveloped with 320 residential units in a total of 42 buildings. The buildings would be configured in a combination of multi-family units, duplexes, and row houses. In addition a community building, three community rooms, and public and private open space, would be provided. The two and three-story multi-family buildings would be comprised of 12 units, 9 units, and 6 units. As discussed above, the proposed three and two-story structures would not be located next to existing residential low density uses and structures would be scaled and massed to compliment and not overwhelm the surrounding residential uses to the west and south. Although several three-story buildings would be located along the eastern boundary of the project site (i.e., multi-family units, the senior building and one community building), three story commercial

⁵ Caltrans has recognized SR-33 as an eligible state scenic highway; however the state route has not been officially designated.

⁶ California Scenic Highway Mapping System, Ventura County, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed June 2015

structures are located just east of the project site. Therefore, the three story buildings on the project site would not be out of character with the surrounding area.

Buildings constructed as part of the proposed project would be compatible with the overall character of the surrounding area. Surrounding land uses include two- and three-story commercial buildings to the east, with single-story residential uses located beyond the commercial buildings (east of Olive Avenue). Two-story multi-family units are located directly south of the project site, while the parcel immediately west of the project site is not developed with any structures, but instead is comprised of shipping containers and associated general and light industrial uses. Two large three-story structures abut the northern boundary of the project site (See **Figure 9 Surrounding Land Uses**).

The maximum height of any building on the project site would be 41 feet (the senior building). As such, the building heights would not exceed 45 feet or three stories (the maximum height and stories allowed for the R-3-5 zone). As discussed above, proposed buildings would be designed in a manner that aligns with the neighboring structures' mass and scale.

Project design would reflect the industrial character of the area, embracing simple stucco and wood sided forms of local worker housing, acknowledging the design of the surrounding industrial buildings. **Figures 4 and 5** included above, show examples of the "industrial" design scheme for several of the proposed structures.

The proposed project would include public and private open space areas, tree lined streets (with City approved trees), shrubs, and turf areas for active and passive recreation use. The landscaping would provide a garden like feel for the project by incorporating active and passive open space, garden elements, and tree cover.

Therefore, the proposed project would not substantially degrade the existing visual character of the project site or the surrounding area. Impacts would be less than significant and no further analysis is necessary.

- d) Less than significant impact.** The project site is currently developed and therefore generates nighttime lighting. In addition, the site is located in an urban environment characterized by high levels of ambient nighttime illumination. The proposed project would introduce new on-site lighting (e.g., around the playgrounds and active recreation areas) compared to existing conditions. Nighttime light would include structure illumination, interior lighting, decorative landscape lighting, streetlights and vehicle headlights. Bollard lights shall be used in open space areas to minimize light sources which would diminish nighttime and daytime views. Further, carriage lights may be permitted but would be consistent with the architectural style of the building.

Glare is the result of sunlight reflected off expanses of highly reflective surfaces. The intensity of glare and reflectivity would depend on the types of building materials used

in construction and the ultimate design of the approved project. The proposed project is not expected to create unusual or isolated glare impacts because it is proposed that the project be constructed of non-reflective materials such as wood and stucco. In addition, the proposed project would utilize low-reflectivity glass on the exterior surface, and non-reflective exterior building materials in the building design, which would minimize the potential for glare reflection. Compliance with the City's Municipal Code, Street Lighting and Guidelines, and input from the City's Conceptual Design Review Board (including review of projects for consistency with the 1997 Citywide Design Guidelines) would reduce any potential lighting or glare impacts by mandating appropriate lighting and building materials to reduce potential light and glare impacts.

A shade and shadow analysis was completed for the proposed project to determine the effects caused by the proposed three and two-story structures. **Figure 10, Proposed Project Shade and Shadow Study**, illustrates the proposed structures' projected shadows during the summer and winter solstice. The proposed buildings' shadows would not extend beyond the project site, with minimal intrusion onto the site's public open space areas.

Therefore, impacts associated with illumination, glare, and shadow would be less than significant. No further analysis is necessary.



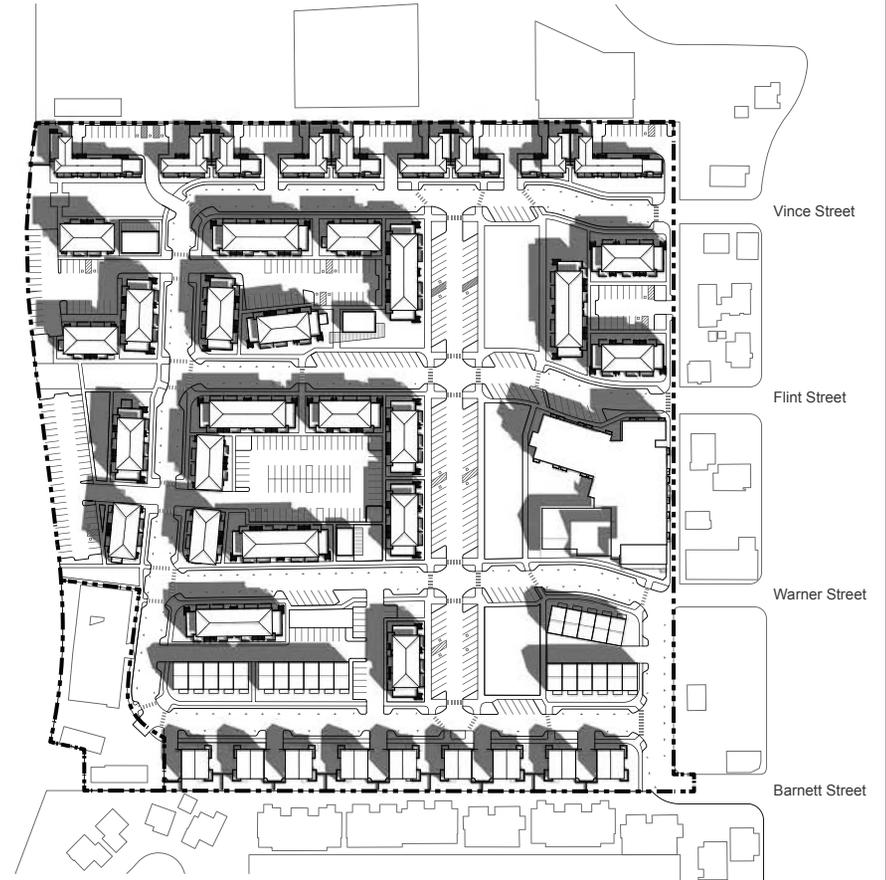
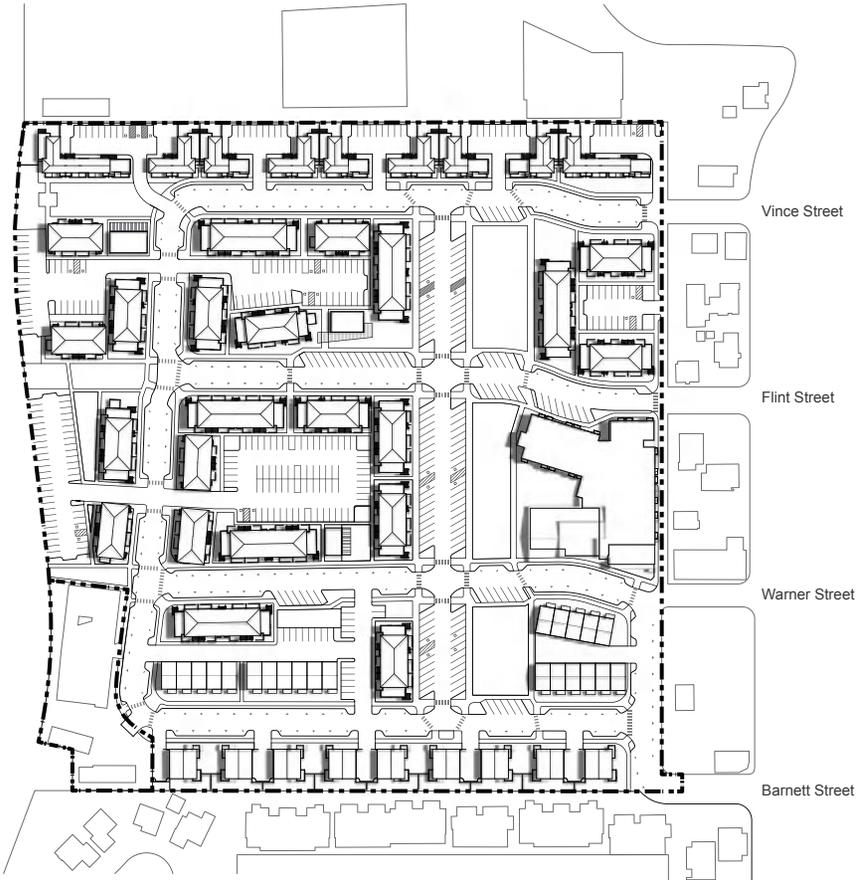
SOURCE: Google Earth

FIGURE 9

Surrounding Land Uses

SUN STUDY Summer Solstice 9 am

SUN STUDY Winter Solstice 10 am



SOURCE: RNT Architects, Inc.

FIGURE 10

Proposed Project Shade and Shadow Study

II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project; and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) | Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) | Involve other changes in the environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses:

- a) No impact.** The California Department of Conservation Farmland Mapping and Monitoring Program classifies the project site as urban and built-up land.⁷ The project site is developed with residential uses and is located in an urbanized area of the City of Ventura. No impact on farmland or agricultural resources would occur. No further analysis is required.
- b-e) No impact.** The project site is located in the Residential Multi-Family (R-3-5) zone. The R-3-5 zone accommodates a broader mix of building types, primarily attached, from 21 to 54 dwelling units per acre, including a mixed-use residential, commercial, office, and entertainment buildings. The project site is not zoned for agricultural uses and/or forest land/timberland and is limited to the uses described above. In addition, the project site does not contain any Williamson Act lands and/or other state-designated agricultural lands. Although 193 of the 209 trees located on the project site would be removed, the trees would be replaced as a 2.9:1 ratio, and 560 new trees would be planted on the project site. Therefore, the proposed project would not convert farmland and/or forest land/timberland to non-agricultural or non-forest land uses. No impacts would occur and no further analysis is needed.

⁷ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Ventura County Important Farmland Map, 2012, [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/ven12.pdf](http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/ven12.pdf), accessed July 2015

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

- a) **Less than significant impact.** The proposed project is located within the South Central Coast Air Basin (“Basin”) and, therefore, falls under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). In conjunction with the Southern California Association of Governments (SCAG), the VCAPCD is responsible for formulating and implementing air pollution control strategies. The VCAPCD’s most recent Air Quality Management Plan (AQMP) was adopted in 2007 and establishes a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is in non-attainment for 1-hour ozone (O3) and particulate matter (PM10) state standard as well as the federal 8-hour ozone standard. The AQMP also addresses the requirements set forth in the state and federal

Clean Air Acts. Potential impacts on local and regional air quality are anticipated to be less than significant, falling below VCAPCD thresholds as a result of the nature and small scale of the proposed project. Implementation of the proposed project would fall below the VCAPCD significance thresholds for both short-term construction and long-term operational emissions, as discussed below. Because construction and operation of the project would not exceed the VCAPCD significance thresholds, the proposed project would not increase the frequency or severity of existing air quality violations, and neither cause or contribute to new air quality violations, nor delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

The current population in the City of Ventura is estimated to be 109,484.⁸ Based on SCAG projections, population is expected to increase in 2020 to 116,900, an increase of 7,400.⁹ Projects that are consistent with growth forecasts identified by SCAG are considered consistent with the AQMP growth projections. This is because the growth projections by SCAG form the basis of the land use and transportation control portions of the AQMP. As discussed further in **Section XIII, Population and Housing**, the proposed project would house 800 residents, with a net growth of 350 residents. A net increase of 350 residents would be within the project 2020 growth increase in the City. Development of the proposed project would result in minimal population growth, approximately 4 percent of the expected growth between 2014 and 2020 for the City of Ventura, and would not have a substantial impact on growth projections.

The 2005 General Plan projected a 2025 population of 126,153, which represents an average annual growth rate of 0.88 percent. The population in the 2005 General Plan for 2025 is 2 percent over the 2025 AQMP population forecast for the City (123,645). This exceedance is primarily due to the fact that regional forecasts have not been adjusted to reflect the 2005 General Plan. In addition, policies and actions of the 2005 General Plan would implement many AQMP policies and generally reduce per capita vehicle miles traveled by reducing the distances between uses and improving opportunities for the use of alternative transportation modes. Nevertheless, the exceedance of SCAG's population forecast was considered an inconsistency with the AQMP, and the cumulative impact associated with implementation of the 2005 General Plan was classified as a Class 1, *unavoidably significant*. The project's contribution to this cumulative impact is not considered to be cumulative considerable. As discussed above, the increase in population from the project would be within planned projections for the City.

The Growth Forecast Appendix of SCAG's 2012-2035 Regional Transportation Plan, which was adopted in April 2012, projects that the City of Ventura's population will

⁸ US Census Bureau, State and County QuickFacts, City of Ventura, <http://quickfacts.census.gov/qfd/states/06/0665042.html>, accessed November 9, 2015.

⁹ SCAG RTP/SCS, http://rtpscs.scag.ca.gov/documents/2012/pfinal/sr/2012pftrp_growthforecast.pdf, accessed November 9, 2015.

increase to 116,900 in 2020 and 128,800 in 2035. Therefore, the 2025 General Plan projected population would exceed the RTP's 2020 projection, but would not exceed the RTP's 2035 projection. The project would incrementally contribute to the significant and unavoidable population growth impact identified in the 2005 General Plan EIR because it would contribute to the planned growth in the City that would exceed regional population forecasts. However, the proposed project would not increase population figures over those that have been planned for the area, would be consistent with the AQMP forecasts for this area, would be considered consistent with the air quality-related regional plans, and would not jeopardize attainment of state and federal ambient air quality standards in the Basin.

Therefore, for these reasons, the proposed project would not conflict with or obstruct implementation of the the applicable AQMP and impacts to regional air quality would be less than significant. No further analysis is needed.

- b) **Less than significant impact with mitigation incorporated.** Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the project site. In addition, fugitive dust emissions would result from demolition and construction activities.

Construction activities associated with new development occurring in the project areas would temporarily increase localized PM₁₀, PM_{2.5}, volatile organic compound (VOC), nitrogen oxides (NOX), sulfur oxides (SOX), and carbon monoxide (CO) concentrations in the project vicinity and regional emissions within the Basin. The primary source of construction-related CO, SOX, VOC, and NOX emission is gasoline and diesel-powered, heavy-duty mobile construction equipment. Primary sources of PM₁₀ and PM_{2.5} emissions would be clearing and demolition activities, grading operations, construction vehicle traffic on unpaved ground, and wind blowing over exposed surfaces.

Construction activities have the potential to cause short-term significant impacts with respect to air quality standards. According to the VCAPCD, a project's construction emissions are considered to cause a significant impact to air quality if fugitive dust emissions are generated in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public.

Operational emissions would be generated by both area sources and mobile sources as a result of normal day-to-day activities on the project site after occupation. Area source emissions would be generated by the consumption of natural gas for space and water heating devices (including residential water heater and boilers), fuel combustion from landscaping equipment, and the application of architectural coatings. Mobile emissions would be generated by motor vehicles traveling to, from, and within the project site.

A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. To address potential impacts from construction and operational emissions, the VCAPCD thresholds are outlined in **Table 4**. Exceedances of these thresholds would indicate the impact is considered to be significant.

Table 4
Significance Thresholds

VCAPCD's Significant Emissions Thresholds	Operational and Construction Threshold (lbs/day)
Volatile Organic Compounds (VOC)	25 lbs/day
Nitrogen Oxides (NOx)	25 lbs/day

Note: lbs = pounds

Source: Ventura County Air Quality Assessment Guidelines 2003.

Construction Emissions

The construction emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod). CalEEMod is a program that calculates air pollutant emissions from land use sources and incorporates the California Air Resources Board EMFAC2011 model for on-road vehicle emissions and the OFFROAD2011 model for off-road vehicle emissions. The model also incorporates factors specific to the project region, such as vehicle fleet mixes. During project construction, the model can analyze emissions that occur during different phases, such as grading and building construction, concurrently or separately. The grading for the project is expected to be balanced, where cut and fill totals are approximately equal, resulting in no import or export of materials.

Site-specific or project-specific data were used in the CalEEMod model where available. The number and types of construction equipment, vendor trips (e.g., transport of building materials), and worker trips were based on values provided in the CalEEMod model. Construction activities would generate dust and equipment exhaust from demolition, grading, and building construction.

Construction and demolition would occur over four phases between the years late-2015 and mid-2022. Each phase would occur over 20 months including demolition, grading, paving, building construction, and architectural coating. Demolition includes a total of 203,033 square feet of residential uses and a 10,582 square foot community building for a total of 213,615 square feet, demolished over a period of four phases. Dust is typically

the primary concern during grading associated with the construction of new buildings. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive dust emissions.” Fugitive dust includes larger dust particles that settle out near the source, as well as smaller particles that remain suspended indefinitely.

In order to account for dust suppression in the CalEEMod model, it was assumed that the project contractor would water a minimum of twice per day for dust suppression. **Table 5, Estimated Construction Emissions**, shows the construction emissions that would occur from construction of the proposed project.

**Table 5
Estimated Construction Emissions**

Construction Activity	Emissions in Pounds per Day					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
2015	4.98	54.86	41.35	0.05	5.58	3.82
2016	6.57	54.68	46.5	0.08	6.65	3.93
2017	118.89	76.5	67.56	0.12	10.44	6.22
2018	90.2	26.38	23.42	0.04	2.94	1.9
2019	94.24	62.08	62.19	0.11	7.54	4.7
2020	91.72	44.94	46.53	0.08	8.02	4.46
2021	3.32	27.05	29.04	0.05	7.97	3.44
2022	35.18	16.44	18.61	0.04	1.82	1.03
Maximum Daily Emission	118.89	76.5	67.56	0.12	10.44	6.22

Source: Impact Sciences, Inc. 2015

Emissions calculations are provided in Appendix III

The VCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. Rather, the VCAPCD recommends implementation of emission and dust control requirements for all construction projects with ROG or NO_x emissions over 25 pounds per day (VCAPCD, 2003). The emissions from the proposed project would exceed 25 pounds per day for VOC and NO_x. Therefore, **Mitigation Measure AQ-1** is necessary to reduce the construction emissions. With implementation of **Mitigation Measure AQ-1** construction related impacts would be less than significant. No further analysis is required.

Operational Emissions

The proposed project would construct 320 residential units and community space which would result in vehicle trips to and from the site. According to VCAPCD, a project’s operational emissions are considered to cause a significant impact to air quality in the

region if they would exceed the VCAPCD thresholds of significance for VOC and NOX. The operational emissions associated with the proposed project were estimated using CalEEMod. CalEEMod can estimate mobile and area source emissions associated with land uses specific to a given operational year and location. For the purposes of this analysis, the buildout year of 2023 was used to estimate operational emissions. Funding for the project would ultimately determine the construction timeline and final year of operation which may vary from the schedule used for this analysis. Table 6, Estimated Unmitigated Operational Emissions (2023), shows the pollutant emissions associated with operation of the proposed project.

Table 6
Estimated Unmitigated Operational Emissions (2023)

Emission Source	Emissions in Pounds per Day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Mobile Sources	10.98	0.30	26.39	0.00	0.15	0.15
Energy (Natural Gas)	0.12	1.02	0.47	0.00	0.08	0.08
Area Sources	6.74	13.32	64.64	0.21	15.60	4.32
Project Emissions	17.84	14.64	91.52	0.22	15.83	4.54
Existing Uses	9.59	8.14	52.00	0.14	9.77	2.78
Net Emissions	8.25	6.50	39.52	0.08	6.06	1.76
VCAPCD Thresholds	25	25	—	—	—	—
Exceeds Threshold?	No	No	—	—	—	—

*Source: Impact Sciences, Inc. Emissions calculations are provided in Appendix III
Totals in table may not appear to add exactly due to rounding in the computer model calculations.*

As shown in **Table 6**, operational emissions associated with implementation of the proposed project would not exceed the VCAPCD thresholds for significance for VOC or NO_x. Projects that generate emissions below the thresholds of significance would not be considered to contribute a substantial amount of air pollutant to regional air quality. Therefore, operational-related impacts would be less than significant. No further analysis is needed.

- c) **Less than significant impact.** As previously discussed, the project would be consistent with the population projections used in the 2007 AQMP. However, as shown in **Table 6**, long-term operational emissions from development of the proposed project would not exceed 25 pounds per day of VOC and NO_x. The Basin is in nonattainment for the state and federal O₃ standards and the state standards for PM₁₀. A project that creates individually significant air quality impacts would also contribute to cumulatively significant air impacts. Therefore, the project would not cumulatively contribute to significant impacts. As result, the project would have less than significant impacts. No further analysis is required.

d) Less than significant impact.

CO Hotspots Analysis

According to the VCAPCD guidelines, a CO hotspot screening analysis should be conducted for intersections that are currently operating, or are expected to operate at LOS E or F.¹⁰ According to the traffic study for the project, none of the studied intersections would operate at or below LOS E or F.¹¹ All of the studied intersections would perform at LOS C and above for 2025 plus project traffic conditions. Therefore, according to the VCAPCD guidelines, none of the intersections qualified for a CO hotspot screening analysis. Impacts would be less than significant.

Toxic Air Contaminants Analysis

The California Air Resources Board (CARB) Air Quality and Land Use Handbook provides recommendations for siting sensitive land uses near the following specific sources of air pollution: high traffic freeways and roads; distribution centers; rail yards; ports; refineries; chrome plating facilities; dry cleaners; and large gas dispensing facilities. CARB has recommendations for different land uses that are considered to be advisory. The land uses proposed as part of the project would not include ports, refineries, or rail yards, nor are such facilities located within the setback distances recommended by CARB; therefore, these uses will not be discussed further. Additionally, the proposed project would not construct any industrial uses, such as recycling, processing, and collection facilities and manufacturing that could release contaminants that may impact sensitive receptors. The proposed project includes 320 residential units and associated community space which are unlikely to emit TACs (unlike industrial facilities).

The CARB Air Quality and Land Use Handbook recommends that lead agencies, where possible, avoid locating new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The project is not in accordance with the CARB siting recommendations for new sensitive land uses as the project site is located approximately 300 feet east of State Route 33, the existing and future traffic volume is not expected to exceed the traffic volume criteria recommended by CARB related to siting sensitive land uses near freeways (24,036 average daily trips were recorded on State Route 33).^{12, 13} Thus, the proposed project satisfies the advisory recommendations included in the CARB Air Quality and Land Use

¹⁰ Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, (2003) 6-4.

¹¹ Refer to **Section XVI Transportation and Traffic**

¹² Fresno Canyon Flood Mitigation Project 2013 Traffic and Circulation Study, prepared by Associated Transportation Engineers.

¹³ Operation of the proposed project would result in an additional 738 daily trips. Assuming all residents would travel on the SR-33, the total would be 24,736 average daily trips.

Handbook, therefore a detailed health risk assessment is not warranted, and the impact from nearby sources of TACs on the proposed project's sensitive receptors would be less than significant.

- e) **Less than significant impact.** Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project consists of the development of 320 residential units and associated community space. Residential uses are not typically associated with odor complaints. As the proposed project involves no elements related to industrial projects, no objectionable odors are anticipated. Therefore, impacts associated with objectionable odors would be less than significant. No further analysis is required.

Mitigation Measures

The following mitigation measure is required to ensure construction impacts related to air quality are reduced to less than significant.

AQ-1 The following control measures provided in the most recent version of the Ventura County APCD's Ventura County Air Quality Assessment Guidelines pursuant to Mitigation Measure AQ-3 of the 2005 General Plan Final EIR would minimize the generation of fugitive dust (PM10 and PM2.5), ROC, and NO_x during construction activities and shall be implemented during construction:

- (1) In order to reduce impacts associated with NO_x emissions (a precursor to ozone) the following measures shall be implemented:
 - a. Equipment idling time should be minimized.
 - b. Equipment engines should be maintained in good condition and in proper tune, as per manufacture's specifications.
 - c. During the smog seasons (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
 - d. Alternatively fueled construction equipment, such as compressed natural gas, liquefied natural gas, or electric, should be used if 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, so that water penetrates sufficiently to minimize fugitive dust during grading activities. Reclaimed water should be used if available.

- b. All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved roadways onsite, should be treated to prevent fugitive dust. Measures may include watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate.
- c. Graded and/or excavated inactive areas of the construction site should be monitored at least weekly for dust stabilization. If a portion of the site is inactive for over four days, soil onsite should be stabilized.
- d. Signs should be posted limiting onsite traffic to 15 miles per hour.
- e. All clearing, grading earth moving, or excavation activities shall cease during period of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust.
- f. All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust pursuant to California Vehicle Code §23114.
- g. Respiratory protection shall be used by all employees in accordance with California Division of Occupational Safety and Health regulations.
- h. Measures to reduce the fungus that causes Valley Fever should include the following:
 - i. Facemasks should be worn on employees involved in grading or excavation operations during dry period to reduce inhalation of dust.
 - ii. Employment should be restricted to persons with positive coccidioidin skin tests.
 - iii. Crews should be hired from local populations where possible, since it is more likely that they have previously been exposed to the fungus and are therefore immune.
 - iv. Cabs of grading and construction equipment should be air-conditioned.
 - v. Crews should work upwind from excavation sites.
 - vi. Construction roads should be paved.

- vii. Weed growth should be controlled by mowing instead of discing.
 - viii. The access way into the Project site should be paved or treated with environmentally-safe dust control agents during rough grading and construction.
 - ix. The area disturbed by clearing, grading, earth moving, or excavation operations should be minimized so as to prevent excessive amounts of dust.
- (3) After clearing, grading, earth moving, or excavation operations, and during construction activities, fugitive dust emissions shall be controlled using the following procedures:
- a. All inactive portions of the construction site shall be seeded and watered until grass cover is grown.
 - b. All active portions of the construction site shall be sufficiently watered to prevent excessive amounts of dust.
- (4) At all times, fugitive dust emissions shall be controlled by assuring that streets adjacent to the project site shall be swept as needed to remove silt, which may be accumulated from construction activities so as to prevent excessive amounts of dust. Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible. Streets must be swept at least once a day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

IV. BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input type="checkbox"/>

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses:

a–c, f) No impact. The project site is located in an urbanized area of the City of Ventura. The site is currently developed with residential units, open space, and a Housing Authority administration building. No threatened, endangered, or rare species or their habitats, locally designated species, locally designated natural communities, wetland habitats, or wildlife corridors exist on this site. The site is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The reach of the Ventura River, located west of the project site, adjacent to State Route 33, is covered by the 2012 Southern California Steelhead Recovery Plan (SCSRP). The main objective of the SCSRP is to address the factors that threaten the Southern California Steelhead population which prohibit the species’ population growth and ultimately remove the species from Federal List of Endangered and Threatened Wildlife. Critical habitat for southern steelhead has been designated along the Ventura River, downstream of Matilija Dam. Although the project site is not located directly adjacent to the Ventura River, urban development and runoff associated with development could further damage the southern steelhead’s habitat (along the Ventura River) and/or inhibit improvements made to the critical habitat area. Additionally, agricultural land west of State Route 33 would also be located within the area covered by the Draft Ventura River Multi-Species Habitat Conservation Plan (VRMSHCP). The proposed project includes measures to reduce the amount and quality of stormwater runoff generated on the project site (e.g., permeable pavement and bioswales) and would comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit. In addition, the project site drains to the south (towards Olive Street) away from the Ventura River.¹⁴ Thus impacts would be less than significant and no further analysis is necessary.

¹⁴ Westview Village Project, Design Review Committee Conceptual Review, Stormwater Management Figure

- d) **Less than significant with mitigation incorporated.** Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 50, § 10.13, Code of Federal Regulations). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

The proposed project would remove up to 193 trees and is located in a residential neighborhood. Native birds may use these trees during the nesting season. Even if the trees are not removed during project implementation, the resultant noise and disturbance adjacent to nests can cause nesting activities to be disrupted. However, implementation of **Mitigation Measure BR-1** would reduce potentially significant impacts to a less than significant level. No further analysis is necessary.

- e) **Less than significant.** The City of Ventura Municipal Code does not currently include a tree protection ordinance. In 2009, the Historic Preservation Committee reviewed and accepted a Phase 1 Historic Report and recommended to the Community Development Director that the demolition of the existing uses on the project site under several conditions including that the project applicant preserves as many existing mature trees as possible.¹⁵ Of the 209 trees, 16 mature trees would be preserved during construction of the proposed project, which is consistent with the Historic Preservation Committee's recommendation. Further, new trees would be planted at a 2.9:1 ratio (resulting in 560 new trees) (Refer to **Figures 6** and **7**). Thus, impacts would be less than significant and no further analysis is required.

Mitigation Measures

The following mitigation measure is required to reduce potential impacts nesting birds to a less than significant level.

- BR-1:** Potential impacts to nesting migratory birds shall be avoided either by conducting construction activities during the non-nesting period (September 1st through January 31st), or if this is not feasible, by conducting a pre-construction survey for nests and avoiding disturbance of active nests. Provisions of the pre-construction survey and nest avoidance, if necessary, shall include the following:
- If construction activities are scheduled during the active nesting period (February 1st through August 31st), a qualified wildlife biologist shall conduct a preconstruction nesting bird survey no more than seven days prior to

¹⁵ City of Ventura Historic Preservation Committee Minutes, September 28, 2009

initiation of construction activities to provide confirmation on presence or absence of active nests in the vicinity.

- If active nests are encountered, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, activities in the vicinity of the nest shall be postponed or halted until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. A nest-setback zone of at least 300 feet shall be established within which all construction-related disturbances shall be prohibited. This buffer may be reduced by the monitoring biologist in consultation with California Department of Fish and Wildlife based on existing conditions and activities occurring on site. The perimeter of the nest-setback zone shall be marked with high visibility flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas and restricted from the area.
- The results of the survey, and any avoidance measures taken, shall be submitted to the City within 30 days of completion of the pre-construction surveys and/or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.

V.	CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Responses:

- a) **Less than significant with mitigation incorporated.** A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.¹⁶ Section 15064.5 of the *State CEQA Guidelines* defines an historical resource as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency’s determination is supported by substantial evidence in light of the whole record.

The project site is not located in one of the historic districts identified in the City’s General Plan or the 2011 Westside Historic Context and Survey Report, completed for the Westside Community Plan Program Draft EIR.^{17,18}

¹⁶ California Public Resources Code Section 21084.1

¹⁷ City of Ventura General Plan, Figure 9-1, Historic Districts and Sites, 2005

¹⁸ Westside Historic Context and Survey Report, 2011

A total of 51 residential structures, a community building, and a Housing Authority administration building currently occupy the project site. The existing structures were built in 1952 and 1961. As the existing residential buildings and community building are more than 40 years old and would be demolished under the proposed project, a Phase I Historic Resources Report was prepared in August 2009 for the project site.¹⁹ The Phase I Historic Resources Report determined that the structures are standard post-war era residential structures and are not representative of a specific architectural style, period, or method of construction. In addition, the Phase I Historic Resources Report found that the structures have been altered to various degrees, and thus the buildings located on the project site are not eligible for listing on the National Register of Historic Places or the California Register of Historic Resources. Although the Phase I Historic Resources Report indicates that the existing structures may be eligible for designation as a City landmark, (i.e., the structures are considered to be the City's first public housing effort which led to the creation of the Housing Authority), the City staff recommended that the Historic Preservation Committee approve the demolition of the existing buildings on the project site.²⁰

In September 2009, the Historic Preservation Committee reviewed and accepted a Phase 1 Historic Report and recommended to the Community Development Director that the demolition of the existing 51 residential buildings under the condition that: (i) the City designate the project site as a point of interest to reflect its position as the first (public) housing project in Ventura, (ii) the project applicant incorporate an interpretive center highlighting the significance of the project site (as the project site is the first housing project in the City), into the proposed project's design, and (iii) the project applicant preserve as many existing mature trees as possible.²¹ An interpretative center would be incorporated within the community building. **Mitigation Measure CR-1** would require the project applicant to submit documentation as deemed necessary by the City to designate the Westview Village site as a point of interest. Therefore no impacts to an historical resource would occur and no further analysis is necessary.

- b) **Less than significant with mitigation incorporated.** Section 15064.5 of the *State CEQA Guidelines* defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. As the project site is developed, the site has been subject to past subsurface disturbance associated with grading and foundations. Thus it is unlikely that undisturbed unique archeological resources exist on the project site. Although the unanticipated discovery of unique archeological resources is possible during grading activities, construction of building pads and foundations, and other earthmoving

¹⁹ *Westview Historic Resources Report Westview Public Housing Project Ventura, CA* prepared by San Buenaventura Research Associates, August 2009 **Appendix V**

²⁰ City of Ventura City Memorandum, from Kaizer Rangwala, Assistant Director, to Historic Preservation Committee, September 28, 2009

²¹ City of Ventura Historic Preservation Committee Minutes, September 28, 2009

activities, the probability that archeological resources would be discovered is low. Nonetheless, in the event of an unexpected disturbance, significant impacts to archaeological resources could occur. Implementation of required **Mitigation Measure CR-2** would reduce potentially significant impacts to a less than significant level. No further analysis is necessary.

- c) **Less than significant with mitigation incorporated.** As discussed above, the project site has been previously disturbed and, therefore, it is unlikely that undisturbed paleontological resources or unique geologic features are present on the project site. Grading activities associated with buildout of the project site could exceed the depth of prior grading activities and therefore, unanticipated discovery of unique paleontological resources is possible. With implementation of **Mitigation Measure CR-3**, the potential impacts of the project on paleontological resources would be reduced to a less than significant level, and no further analysis is necessary.
- d) **Less than significant with mitigation incorporated.** No formal cemetery exists on the project site or in the vicinity of the proposed project. As the project site has been subject to past subsurface disturbance associated with grading and foundations, it is unlikely that intact human remains are present beneath the site. However, the unanticipated discovery of intact human remains is possible. In the event of an unexpected disturbance, significant impacts to archaeological resources and human remains could occur. Implementation of required **Mitigation Measure CR-4** would reduce potentially significant impacts to less than significant levels. No further analysis is necessary.

Mitigation Measures

The following mitigation measures are required to reduce potential impacts related to cultural resources to a less than significant level.

- CR-1** Prior to issuance of a demolition permit, the project applicant shall submit to the City all necessary documentation required to designate the existing Westview Village site as a point of interest.
- CR-2** Prior to initiating any staging areas, vegetation clearing, or grading activity, the permittee and construction crew must meet onsite with City Community Development and Public Works staff and present the procedures to be followed in the event archaeological resources and/or human remains are uncovered. In the event that archaeological resources are uncovered on the project site during grading or other construction activities, the project applicant must notify the City Planning Department immediately and work must stop within a 100-foot radius until a qualified archeologist to be approved by the City, has evaluated the find. Construction activity may continue unimpeded on other portions of the project

site. If the find is determined by the qualified archeologist to be a unique archeological resource, as defined by Section 2103.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archeological resource, no further action is necessary and construction may continue. The project applicant shall bear the cost of implementing this mitigation.

CR-3 If paleontological resources are uncovered during excavation of the project site, the project application shall notify the City Planning Department immediately and work must stop within 100 feet of the find to allow a qualified paleontologist to appropriately remove the find. The project applicant shall bear the cost of implementing this mitigation.

CR-4 If during excavation of the project site human remains are discovered, the steps described in *State CEQA Guidelines* Section 15064.5(e) shall be followed. The applicant shall bear the cost of implementing this mitigation.

- (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
 - (A) The Ventura County Coroner must be contacted to determine that no investigation of the cause of death is required, and
 - (B) If the Coroner determines the remains to be Native American:
 1. The Coroner shall contact the Native American Heritage Commission within 24 hours.
 2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
 3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or

- (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. The applicant shall bear the cost of implementing this mitigation.
- (A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
 - (B) The descendant identified fails to make a recommendation; or
 - (C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

VI. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Responses:

a) i, ii) Less than significant with mitigation incorporated. The project site is not located within the boundaries of an Earthquake Fault Zone identified for fault-rupture hazards as defined by the Alquist-Priolo Earthquake Fault Zoning Act.²² The Ventura Fault, a north-dipping thrust fault, is the closest fault to the project site, located approximately 1.0 miles to the south.²³ As the project site is not located in an Alquist-Priolo Fault Zone, the potential for surface ground rupture at the project site is considered low.²⁴

Since the project site is located within the seismically active Southern California region, there is some possibility that there could be (a) trace(s) of (a) previously unidentified fault(s) somewhere on-site. The closest surface trace of an active fault to the Westview Village project site is the Ventura-Pitas Point Fault, located approximately 4,900 feet south of the site.²⁵ If evidence of faulting were to be discovered during the grading phase, potential building hazards would be mitigated to a level of less than significant, through application of already-required provisions of the California Building Code (CBC), which sets construction design standards that can reduce potential impacts related to seismic activity, including fault rupture. **Mitigation Measure GEO-1** below is required to ensure compliance with applicable City and state building codes and requirements. With the incorporation of **Mitigation Measure GEO-1**, impacts associated with the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault would be reduced to less than significant levels. No further analysis is necessary.

a) iii) Less than significant impact with mitigation incorporated. Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when three general conditions exist: (1) shallow groundwater; (2) low-density, fine, clean sandy soils; and (3) high intensity ground motion. Studies indicate that saturated, loose and

²² California Department of Conservation, Regional Geologic Hazard and Mapping Program, Alquist-Priolo Earthquake Fault Zone Maps, Ventura Quadrangle, <http://gmw.consrv.ca.gov/shmp/download/quad/VENTURA/maps/VENTURA.PDF>, accessed June 2015

²³ Westside Community Planning Project Administrative Draft EIR, Section 4.5 Geology and Soils, 2011 (**Appendix VI**).

²⁴ Geocon West Inc., Inc. *Geologic Seismic Hazard Evaluation Proposed Westview Village*, November 17, 2010

²⁵ Geocon West Inc., Inc. *Geologic Seismic Hazard Evaluation Proposed Westview Village*, November 17, 2010

medium dense, near-surface cohesionless soils exhibit the highest liquefaction potential, while dry, dense, cohesionless soils and cohesive soils exhibit low to negligible liquefaction potential.

According to the California Department of Conservation (CDC) the project site is located in an area susceptible to liquefaction.²⁶ The project site is underlain by Holocene Age stream terrace deposits that generally consist of sand with gravel and the groundwater depth is estimated to be 20 feet below the existing ground surface. Thus, the presence of shallow groundwater and sandy alluvial soils make liquefaction a potential hazard within the project site.²⁷

The project site is currently developed with 180 housing units, which would be removed to allow for construction of the proposed project. **Mitigation Measure GEO-1** below is required to ensure compliance with applicable City and state building codes and requirements, including Title 24, Part 2, Volume 2²⁸, and the City of Ventura regulations. With the incorporation of **Mitigation Measure GEO-1**, impacts associated with liquefaction would be less than significant. No further analysis is necessary.

- a) iv) **No impact.** Landslides and other types of slope failures, such as lateral spreading, can result in areas with varying topography in the event of an earthquake. The project site is comprised of flat terrain and no significant ground slopes exists in the vicinity of the project site. The project site is not susceptible to landslides.²⁹ Therefore, the likelihood of seismically induced landslides affecting the project site is considered to be remote. No impact would occur. No further analysis is necessary.
- b) **Less than significant with mitigation incorporated.** Construction associated with site development would result in ground surface disruption during site clearance, which would temporarily expose soils, allowing for possible erosion. A grading plan would be submitted to the City of Ventura Public Works Department for review and approval prior to grading activities. Because the total project area is over 1 acre in size (20.6-acres), the project applicant would obtain a General Permit for Discharges of Storm Water Associated with Construction Activity to comply with the NPDES, to control erosion and pollution during construction of the proposed project. The permit requires the project applicant to prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to be administered throughout project construction. The SWPPP must list Best Management Practice (BMP) features that the discharger (project applicant) would use to protect storm water runoff.

²⁶ California Department of Conservation, Ventura Quadrangle, Landslide and/or Liquefaction Map, http://gmw.consrv.ca.gov/shmp/download/quad/VENTURA/maps/ozn_vent.pdf, accessed June 2015

²⁷ Geocon West Inc., Inc. *Geologic Seismic Hazard Evaluation Proposed Westview Village*, November 17, 2010

²⁸ The CBC Title 24, Part 2, Volume 2 includes structural design and soil and foundation regulations.

²⁹ California Department of Conservation, Ventura Quadrangle, Landslide and/or Liquefaction Map, http://gmw.consrv.ca.gov/shmp/download/quad/VENTURA/maps/ozn_vent.pdf, accessed June 2015

Under regulations adopted by the Los Angeles Regional Water Quality Control Board (LARWQCB), projects are required to implement a Standard Urban Storm Water Mitigation Plan (SUSMP), during the operational life of the project to ensure that storm water pollution is addressed by incorporating BMP features into the design of the project.

With implementation of **Mitigation Measures GEO-1** through **GEO-3** and compliance with the VCAPCD requirements in **Mitigation Measure AQ-1**, impacts related to soil erosion and loss of topsoil would be less than significant. No further analysis is necessary.

- c) **Less than significant with mitigation incorporated.** Potential impacts with regard to liquefaction and landslide potential are evaluated above.

Potential impacts from expansive soils are considered less than significant throughout the City of Ventura. While several areas have been identified throughout the County, which could be affected by expansive soils, none of these areas are located in the City.³⁰

the requirements of the City of Ventura Public Works Department and the City's Municipal Code. Compliance with these codes and requirements would assure safe construction practices and avoid any potentially significant impacts associated with lateral spreading, subsidence, or collapse. **Mitigation Measure GEO-1** provided below, would ensure that impacts related to the potential for compressible soils on the project site would not pose a geologic hazard to future residents. With implementation of mitigation, potentially significant impacts would be reduced to a less than significant level. No further analysis is necessary.

- d) **Less than significant with mitigation incorporated.** The project site has been previously disturbed by development activity. As described above, soils located within the City maintain low expansion potential and the proposed project would be designed and constructed in conformance with the California Code of Regulations, Title 24, Part 2, Volume 2, and would be subject to the requirements of the City of Ventura Public Works Department and the City's Municipal Code. In the event that expansive soils are encountered during project construction, compliance with these codes and regulations would avoid potentially significant impacts associated with expansive soils. Nonetheless, **Mitigation Measure GEO-1** is required to ensure compliance with these standard regulations. With implementation of mitigation, potentially significant impacts would be reduced to a less than significant level. No further analysis is necessary.
- e) **No impact.** Project implementation would not use septic tanks or alternative wastewater disposal systems. The proposed project would be connected to existing City of Ventura

³⁰ Ventura County General Plan, Hazards Appendix, 2013.

wastewater conveyance systems. Therefore, no impact would occur, and no further study is required.

Mitigation Measures

The following mitigation measures as well as **Mitigation Measure AQ-1** above, are required to ensure impacts related to geology and soils would be less than significant.

- GEO-1** The project shall be designed and constructed in accordance with the requirements of Chapter 16 (Structural Design) of the 2013 California Code of Regulations, Title 24, Part 2, Volume 2 (based on the International Building Code, Chapter 16, Section 1613 – Earthquake Loads), the City of Ventura Municipal Code, and accepted engineering practices. In addition, prior to issuance of grading permits, the project applicant shall submit to the Public Works Department Land Development Engineering Division detailed plans demonstrating that all earthwork and grading, structural foundations, on-grade slabs, retaining walls, paving, temporary excavations and backfill, and surface drainage shall be designed and constructed consistent with the recommendations provided in the CBC, including all recommendations related to liquefaction.
- GEO-2** Prior to start of soil-disturbing activities at the site, the project applicant shall obtain a General Permit for Discharges of Storm Water Associated with Construction Activity to comply with the National Pollution Discharge Elimination System (NPDES), to control erosion and pollution during construction of the project. The project applicant shall prepare and submit a SWPPP to be administered throughout project construction. The SWPPP must list BMP features that the discharger/project applicant would use to protect storm water runoff. Prior to issuance of any grading or building permits, the City of Ventura Public Works Department shall approve the SWPPP.
- GEO-3** The project applicant shall prepare and implement a SUSMP in accordance with the requirements of the City's Municipal Code to ensure that storm water runoff is managed for water quality concerns through implementation of appropriate and applicable BMPs. Prior to issuance of any grading or building permits, the City of Ventura Public Works Department shall approve the SUSMP.

VII. GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

- a) **Less than significant impact.** The CEQA Guidelines (Section 15064.7) provide that, when available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make determinations of significance for greenhouse gas emissions. Neither the City of Ventura nor the VCAPCD have adopted any specific thresholds of significance for construction or operational GHG emissions.

Given that Ventura County is adjacent to the SCAQMD jurisdiction and is a part of the SCAG region, VCAPCD staff believes it makes sense to set local GHG emission thresholds of significance for land use development projects at levels consistent with those set by the SCAQMD and the SCAG region. VCAPCD believes that adopting harmonized regional GHG emission thresholds would help streamline project review and encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout most of Southern California. Therefore, the SCAQMD thresholds are used for the purposes of this analysis to be consistent with the previous analysis.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO₂e (MTCO₂e) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3: Is the project's incremental increase in GHG emissions below or mitigated to less than the significance screening level (10,000 metric tons of carbon dioxide equivalent [MTCO_{2e}] per year for industrial projects; 3,500 MTCO_{2e} for residential projects; 1,400 MTCO_{2e} for commercial projects; 3,000 MTCO_{2e} for mixed-use or all land use projects)? If yes, there is a presumption of less than significant impacts with respect to climate change.

Tier 4: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MTCO_{2e} per service population for project level analyses and 6.6 MTCO_{2e} per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The Tier 3 residential threshold is the most applicable to this project. Tier 3 requires that a project's incremental increase in GHG emissions should be below or mitigated to less than the significance screening level. Proposed projects that do not exceed the thresholds would not be considered to have a significant impact on the attainment of air quality goals and would, therefore, be considered to be consistent with the current air quality plan.

Construction

The proposed project would result in short-term emissions of GHGs during construction. These emissions, primarily carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), are the result of fuel combustion by construction equipment and motor vehicles. The other primary GHGs (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and are not expected to be emitted by the proposed project. The emissions of CO₂ were estimated using CalEEMod, using the same factors and assumptions as described above.

Table 7, Estimated Unmitigated Construction GHG Emissions, lists the estimated GHG emissions from the proposed project's construction activities. The four phases of construction would occur between late-2015 and mid-2022. The estimated emissions are reported in units of metric tons of carbon dioxide equivalent (MTCO_{2e}) per year. Carbon dioxide equivalent (CO_{2e}) incorporates impacts from GHGs other than CO₂,

which are primarily N₂O and CH₄ for this project. As shown in **Table 7**, construction emissions would peak in 2016 at 586.74 MTCO_{2e}.

Table 7
Estimated Unmitigated Construction GHG Emissions

GHG Emissions Source	GHG Emissions (MTCO _{2e} /Year)
Construction	
2015	142.95
2016	586.74
2017	486.21
2018	399.52
2019	502.58
2020	448.09
2021	350.55
2022	145.22
Total	3,061.86

*Source: Impact Sciences, Inc. (2015).
Emissions calculations are provided in Appendix III.*

Operation

At buildout, the project would result in direct annual emissions of GHGs during operation. Direct emissions of GHG from operation of the proposed project are primarily due to natural gas consumption and mobile source emissions. Area and mobile source emissions were calculated using CalEEMod using default assumptions for single-family residences.

The proposed project would also result in indirect GHG emissions due to the electricity demands of the proposed project. The emission factor for CO₂ due to electrical demand from Southern California Edison, the electrical utility serving the proposed project, was selected in the CalEEMod model. Emission factors for CO₂ are based on the California Air Resource Board's (CARB's) Local Government Operations Protocol.³¹ Emission factors for CH₄ and N₂O are based on E-Grid values.³² The cited factors in the CARB report are based on data collected by the California Climate Action Registry. The emission factors take into account the current mix of energy sources used to generate

³¹ California Air Resources Board, *Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories*, Version 1.1, (2010) 208.

³² US Environmental Protection Agency, "E-Grid," <http://www.epa.gov/cleanenergy/energy-resources/egrid/index.html>.

electricity and the relative carbon intensities of these sources, and includes natural gas, coal, nuclear, large hydroelectric, and other renewable sources of energy.

Electricity consumption was based on default data found in CalEEMod for the respective land use types, and by taking into account the square footage of the project. In addition to electrical demand, the project would also result in indirect GHG emissions due to water consumption, wastewater treatment, and solid waste generation. CalEEMod default values were used for consumption of water and generation of waste as well as the emissions resulting from these activities. GHG emissions from water consumption are due to the electricity needed to convey, treat, and distribute water. The annual electrical demand factors for potable water were obtained from the CEC.³³ GHG emissions from wastewater are due to the electricity needed to treat wastewater and the treatment process itself, which primarily releases CH₄ into the atmosphere. GHG emission factors for wastewater treatment were obtained from the US EPA.³⁴ GHG emissions from solid waste generation are due to the decomposition of organic material, which releases CH₄ into the atmosphere. The GHG emission factor for solid waste generation was based on Intergovernmental Panel on Climate Change (IPCC) methods for quantifying GHG emissions from solid waste and waste disposal rates were based on Calrecycle data.³⁵

The SCAQMD recommends that construction GHG emissions be amortized over a 30-year project lifetime and included in the long-term operational GHG emissions. **Table 8, Estimated Unmitigated Operational Greenhouse Gas Emissions**, shows a summary of total estimated GHG emissions from construction and operation of the proposed project and compares the total to the SCAQMD significance thresholds.³⁶

³³ California Energy Commission, *Refining Estimates of Water-Related Energy Use in California, PIER Final Project Report* (CEC-500-2006-118), (2006) 22. Prepared by Navigant Consulting, Inc.

³⁴ US Environmental Protection Agency, *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I*, Chapter 4.3.5, (1998).

³⁵ IPCC, *2006 IPCC Guidelines for National Greenhouse Gas Inventories*. 2006.

³⁶ The net population growth associated with the proposed project would be 350 residents

Table 8
Estimated Unmitigated Operational GHG Emissions (2023)

GHG Emissions Source	GHG Emissions (MTCO _{2e} /Year)
Proposed Project	
Amortized Construction	102.07
Area Sources	3.96
Energy	636.03
Mobile Sources	2,341.71
Waste	94.02
Water	81.07
Project Emissions	3,156.78
Existing Emissions	(1,989.22)
Net Emissions	1,167.56
SCAQMD Residential Threshold	3,500
Exceeds Threshold?	NO

*Source: Impact Sciences, Inc. 2015.
Emission calculations are provided in Appendix III.*

As shown in **Table 8**, the proposed project’s operational emissions would not exceed the threshold of 3,500 MTCO_{2e} for residential projects. Therefore, the impact from GHG emissions on the environment would be less than significant. No further analysis is necessary.

- b) Less than significant impact.** Neither the VCAPCD nor the City of Ventura has adopted a plan, policy, or regulations for the purpose of reducing the emissions of GHGs. However, SCAG’s Sustainable Communities Strategy (SCS), adopted in April 2012 pursuant to Senate Bill 375, is a regional plan comprising transportation and land use strategies that will help achieve state GHG reduction goals adopted under AB 32. AB 32 is the basis for reduction of GHG emissions in California. Local agencies such as the VCAPCD and SCAQMD base their planning and regulations on the requirements included in AB 32, which include a reduction of GHG emissions to 1990 rates by 2020. The suggested SCAQMD GHG significance thresholds are designed specifically to meet AB 32 requirements within its jurisdiction, and so plans and projects that meet those thresholds can be assumed to meet the requirements of AB 32. As the per capita GHG emissions from the proposed project are below the SCAQMD efficiency threshold for project-level GHG emissions, the project is in compliance with AB 32. The proposed project is within a half mile of an elementary school, restaurants, grocery stores, and retail stores, which would reduce vehicle trips by the project residents and associated GHG emissions. Additionally, there are on-site amenities such as a community garden, a kids play area, tot lot, a plaza, an outdoor amphitheater, and half-court basketball areas.

As such, the proposed project would be consistent with AB 32 and strategies for achieving GHG reductions.

The proposed project would redevelop a lot in the Westside Community Area to provide infill housing. The project site is in close proximity to a mix of land uses and located near a transportation corridor, an existing Class I Bicycle Path, and is generally situated within walking distance to a local market located at the corner of Ventura Avenue and Barnett Street. The nearest Amtrak station is located 1.7 miles southeast of the project site at Harbor Boulevard and Figueroa Street. In addition, the project has been designed with potential connections to the Class I Bicycle Path if the industrial property to the west of the project site is redeveloped. In these ways, the project fulfills several land use objectives of SCAG's SCS.

Therefore, the proposed project's impact related to greenhouse gas emissions would be considered less than significant. No further analysis is needed.

VIII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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| f) | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) | Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Responses:

- a) **Less than significant impact with mitigation.** A significant impact would occur if the proposed project would create a significant hazard through the routine transfer, use, or disposal of hazardous materials. Construction of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. The Phase I ESA conducted for the project site confirmed that unspecified sludge waste and waste/mixed oil waste was generated on the project site in 1996. Further, as a result of past agricultural uses on the project site, residual concentrations of agricultural chemicals (e.g., pesticides, herbicides, etc.) were detected in the soil. The concentrations of toxins are low and confined to the upper two feet of soil thus, soil remediation is not necessary as grading activities associated with the project would remove the contaminated soil. The project applicant would be required to comply with the Department of Toxic Substances Control (DTSC) and the Ventura County Environmental Health Division requirements for hazardous waste generation, temporary onsite storage, transportation, and disposal when removing and transporting the contaminated soil offsite.

An operational natural gas line, operated by the Southern California Gas Company, is located on the northwest corner of the project site in areas that would be disturbed during construction activity. **Mitigation Measure HAZ-2** requires the contractor to request that the natural gas be temporarily shut off during grading activities that occur near the pipeline.

Prior to construction of the existing Housing Authority office building, an 18-inch abandoned petroleum pipeline was located 2 feet beneath the office building footprint. During construction of the existing Housing Authority office building, portions of the pipeline were removed however portions of the pipeline are still located on the project site. Thus, construction of the proposed project may require removal of the remaining pipeline. The pipeline will need to be removed in accordance with DTSC requirements. With implementation of **Mitigation Measures HAZ-1 and HAZ-2** construction related impacts would be less than significant. No further analysis is required.

Operation of the proposed project would involve the limited use and storage of common hazardous substances typical of those used in residential dwelling units. However, no industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. Hazardous materials expected for occasional use may potentially include limited quantities of custodial products, pesticides, and other landscaping supplies. All hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations, and would not pose significant hazards to the public or the environment. Therefore, operation impacts related to the transport, use, or disposal of hazardous materials use would be less than significant. No further analysis is necessary.

- b) **Less than significant with mitigation incorporated.** A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The project site is currently developed with 180 affordable housing units, a Housing Authority administration building, and open space, all of which would be demolished to accommodate the proposed project. Although the Phase I Environmental Site Assessment (Phase I ESA included as **Appendix VIII** in this Initial Study) did not include an asbestos or lead based paint (LBP) survey, given that the structures were built in the 1950s and 1960s it is possible that asbestos-containing materials (ACMs) are present in the existing buildings' materials. (The project applicant has confirmed that project site was previously abated of LBP and/or the structures on the project site were encapsulated and painted).³⁷

Building materials containing asbestos were commonly used in structures built between 1945 and 1980. These materials include vinyl flooring and mastic, wallboard and associated joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating systems components, and roofing materials. Airborne particles of asbestos have been found to be hazardous to human health. Thus, demolition of the existing structures could create a significant hazard to the public or the environment through the release of ACMs into the environment. While many of the Housing Authority facilities have been

³⁷ San Buenaventura Housing Authority, Fred Swaney, September 25, 2013.

abated for ACMs, asbestos could still be present in some of the structures located on the project site.

Electric transformers, hydraulic equipment capacitors, fluorescent light fixtures, and similar equipment may contain polychlorinated biphenyls (PCBs) in the hydraulic fluids or dielectric insulating fluids within the units. The federal Toxic Substances Control Act (TSCA) generally prohibited the domestic manufacture of PCBs after 1979. There is, however, potential that the dielectric fluid in electrical and hydraulic equipment manufactured and constructed prior to that date contains PCBs. Southern California Edison (SCE) maintains two pole-mounted transformers located on the project site. SCE has confirmed that neither transformer contains PCBs at concentration levels requiring special management as specified by the Environmental Protection Agency (EPA).³⁸

Due to the age of the existing buildings, the presence of PCBs in the fluorescent fixtures is possible. Before any construction and/or demolition begin on the project site all fluorescent fixtures must be properly removed and disposed of. It is not expected that any other equipment on the project site would include the use of PCBs.

Thus, with the implementation of **Mitigation Measure HAZ-3**, impacts related to the release of hazardous materials would be less than significant.

- c) **Less than significant impact.** No schools are located within 0.25 miles of the project site. The nearest school, Sheridan Way Elementary School located at 573 Sheridan Way is approximately 0.6 miles north of the project site. An additional school, E.P. Foster Elementary School located at 20 Pleasant Place is approximately 0.7 miles southwest of the project site. The types of hazardous materials that would be stored or used on the project site would be limited to typical household materials such as solvents, cleaners, and pesticides. In addition, the project would comply with City of Ventura Building and Safety Department, Engineering Department, and Fire Department requirements related to health, safety, and emergency access. With compliance with these regulations, potential impacts associated with hazardous materials would be less than significant. No further analysis is necessary.

- d) **Less than significant impact with mitigation incorporated.** The project site is not listed on the State Water Resources Control Board's Geotracker list and/or the Department of Toxic Substances EnviroStor list.^{39,40} As discussed above, the Phase I ESA determined that the top soil located on the project site is contaminated with pesticides and herbicides from past agricultural uses and sludge/oil. Although remedial activities are not required as the contaminated top soil would be removed during grading activities, the project applicant would be required to comply with DTSC, the Ventura County

³⁸ SESPE Consulting, Inc. *Phase I Environmental Site Assessment, Westview Village 995 Riverside Street*, June 22, 2015

³⁹ State Water Resources Control Board, Geotracker, accessed June 2015

⁴⁰ Department of Toxic Substances Control, Envirostor, accessed June 2015

Environmental Health Division, and Caltrans regulations during removal and disposal of the contaminated soil. With implementation of **Mitigation Measure HAZ-1**, impacts associated with the disposal of contaminated soil would be less than significant.

- e, f) **No Impact.** The project site is not located within an airport land use plan or within the vicinity of a public airport or private airstrip. The nearest public airport is the Oxnard Airport, located approximately 12.2 miles southeast of the project site. Therefore, no impact related to an airport land use would occur. No further analysis is necessary.
- g) **Less than significant impact.** The proposed project is not anticipated to interfere with an emergency response plan or evacuation plan. During an emergency, surrounding properties would evacuate onto the main roads, towards the freeways (e.g., State Route 33, State Route 126, and US-101). The proposed project would not alter street patterns associated with the major emergency evacuation routes, and would improve circulation on the project site with construction of Street "N." The proposed project would be developed in consultation with the Ventura City Fire Department and would comply with all applicable access standards during construction and operation. As with any development, access to and through the residential area of the project would be required to comply with required street widths as determined in the California Building Code, Master Plan of Streets, and the Uniform Fire Code. Therefore, the impact would be less than significant and no further study is required.
- h) **Less than significant impact.** While the project site is located in an area deemed "at risk" for wildland fires, the site is within an urbanized area of the City and would be developed with residential uses and associated amenities.⁴¹ All trees and open space areas would be irrigated with either greywater and or potable water to reduce the potential for any wildfire risk. In addition, drought tolerant and native plants would be used throughout the project site. As a result, impacts from wildland fires would be less than significant and no further analysis is required.

Mitigation Measures

The following mitigation measures are required to ensure impacts related to hazards and hazardous materials would remain less than significant.

- HAZ-1** Contaminated soil shall be sequestered onsite in a manner approved by the Ventura County Environmental Health Division. Contaminated soil shall be transported offsite and disposed of as hazardous waste at an approved facility in accordance with applicable rules and regulations.

⁴¹ Ventura County Community Wildfire Protection Plan, prepared by Ojai Valley Fire Safe Council, 2010, pg. 17

HAZ-2 The construction contractor (or its designee) shall ensure the location of the existing natural gas line and the remains of the oil pipeline are clearly marked on all construction and grading plans. The construction contractor shall include in the notes on the grading plans specifications to request the shutoff of the natural gas line and procedures for removal of the pipeline.

HAZ-3 Prior to issuance of a demolition permit, asbestos surveys shall be conducted on all buildings proposed for demolition. In the event that ACMs are detected, they shall be abated in accordance with all applicable rules and regulations. Abatement activities shall be completed to the satisfaction of the appropriate regulatory agency(ies) prior to issuance of demolition permits for the proposed project. Abatement of asbestos shall be conducted in accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. Records of the surveys shall be submitted to the City and maintained on file.

IX.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| e) | Create or contribute runoff water which would exceed the capacity of existing planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) | Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) | Place within a 100-year flood hazard areas structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| j) | Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses:

- a) **Less than significant with mitigation incorporated.** A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. A significant impact would also occur if the proposed project would not comply with all applicable regulations with regard to surface water quality as governed by the LARWQCB, the County of Ventura, and the City of Ventura.

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed project include: (1) the handling, storage, and disposal of construction material containing pollutants, (2) the maintenance and operation of

construction equipment; and (3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

During construction, the project applicant would be required to comply with the California Construction General Permit (CGP) and Municipal Separate Storm Sewer System (MS4) Permit. The CGP requires the incorporation of applicable structural and non-structural best management practices (BMPs), such as filtration devices and other approved methods that intercept stormwater and prevent pollutants from discharging into the storm drain system.

During operation, the proposed project would be subject to the requirements of the City's MS4 permit, which establishes limits for the concentration of contaminants entering the storm drain system and requires BMPs such as landscaping for infiltration. Additionally, the proposed project would be required to install City approved trash excluders in stormwater inlets to reduce trash outflow and would be required to design storm drains that conform to the standards approved by the City Engineer. Compliance with the CGP and the City's MS4 Permit would reduce water quality and waste discharge impacts from runoff during temporary construction activities and long-term operational activities.

As required under the NPDES, the project applicant is responsible for preparing a SWPPP to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the proposed project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Furthermore, the implementation of the **Mitigation Measures HYD-1** through **HYD-7** would ensure that the proposed project's construction-related water quality impacts would be less than significant with mitigation incorporated.

The proposed project would continue to generate operational-related surface water runoff. Further, operation of the proposed project would result in an increase in land use intensity and, thus, potentially an increase in the presence of site contaminants found in operational runoff. However, stormwater and greywater would be captured, treated (via bioswales), managed on the project site, and used for irrigation purposes.

Runoff generated from the existing residential units currently drains into the City's storm drains (comprised of area drains, gutters, and catch basins), located throughout the project site. The proposed project would include the construction of bioswales and the use of permeable paving and greywater (for irrigation purposes only) to minimize the amount of operational-related surface water runoff generated on the project site. The proposed project would also comply with water quality standards and wastewater discharge requirements set forth by the Standard Urban Stormwater Mitigation Plan.

(SUSMP) for Ventura County and Cities in Ventura County and approved by the LARWQCB. Full compliance with the SUSMP and implementation of design-related BMPs, including applicable requirements in the mitigation measures below, would ensure that the operation of the proposed project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, operational water quality impacts would be less than significant with mitigation incorporated.

- b) **No impact.** A significant impact would occur if the proposed project substantially depleted groundwater or interfered with groundwater recharge. As a majority of the project site is developed with impermeable surfaces, the project site has not been established as an area for groundwater recharge. The proposed project would not install any groundwater wells, and would not otherwise directly withdraw any groundwater. In addition, under the proposed project, the percent of impervious surfaces would decrease from 68 to 64 percent, and includes infrastructure to allow water to percolate into the ground. Therefore, no impacts related to groundwater are anticipated.
- c) **Less than significant with mitigation incorporated.** A significant impact would occur if the proposed project substantially altered the drainage pattern of the site or an existing stream or river, so that substantial erosion or siltation would result on-or off-site. As discussed above, the City's stormwater infrastructure services the project site. During construction, erosion and siltation from the project site and surrounding areas could increase significantly as a result of soil disturbance and construction operations. Construction-related activities that expose soils to potential mobilization by rainfall/runoff and wind are primarily responsible for sediment releases. Such activities include removal of vegetation from the site, grading of the site, and trenching for infrastructure improvements. Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. Unless adequate erosion controls are installed and maintained at the project site during construction, significant quantities of sediment may be delivered to the downstream receiving waters.

Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap or filter sediment once it has been mobilized. The project applicant would provide a SWPPP as required by, and in compliance with, the Construction General MS4 Permit. The MS4 General Permit requires the SWPPP to include BMPs to be selected and implemented based on the determined project risk level to effectively control erosion and sediment to the Best Available Technology Economically Achievable (BAT) and Best Conventional Pollutant Control Technology (BCT). For these reasons and with the implementation of the **Mitigation Measures HYD-1** through **HYD-10** water quality impacts would be less than significant. No further analysis is required.

- d) **Less than significant impact.** A significant impact would occur if the proposed project substantially altered the drainage pattern of the site or an existing stream or river so that flooding would result. Currently, 68 percent of the project site is comprised on

impermeable surfaces. Surface water run-off generated on the project site drains from the northwest to the southeast. Run-off is captured by catch basins located on the project site that drain directly into the stormwater drains along Ventura Avenue and Olive Street. From the stormwater drains the run-off is discharged into the Ventura River.⁴²

Under the proposed project, the percent of impervious surfaces would decrease from 68 to 64 percent and includes infrastructure to allow water to percolate into the ground. The existing drainage patterns would be maintained on the project site. Due to the proposed project's reduction of impervious surface area and infiltration and retention features, the amount of post development peak run-off would decrease compared to existing conditions. Improvements on the site, including the installation of permeable pavers in parking areas and bioswales would further reduce peak flow rates on the project site. Therefore, impacts related to drainage and flooding would be less than significant. No further analysis is necessary.

- e) **Less than significant impact.** A significant impact would occur if runoff water exceeded the capacity of existing or planned storm drain systems serving the project site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system. As discussed above, the project site generally drains the northwest to the southeast and would continue to do so with development of the proposed project. Upon buildout of the proposed project, the percentage of impermeable surface area would decrease (by four percent) and runoff would be managed onsite, (through the installation of permeable pavers in parking areas and bioswales). Implementation of these features would limit the amount of runoff reaching the existing stormwater system. Compliance with the SWPPP and inclusion of BMPs would ensure flows are treated on the project site. As storm flows would be controlled on-site, the proposed project would not result in runoff exceeding the capacity of the existing or planned storm drain system. Therefore, impacts related to runoff would be less than significant. No further analysis is necessary.

- f) **Less than significant impact.** A significant impact would occur if the proposed project substantially degraded water quality. Surface water quality is generally affected by the length of time since the last rainfall, rainfall intensity, urban uses of the area, and quantity of transported sediment. Typical urban water quality pollutants usually result from motor vehicle operations, fertilizer/pesticide uses, human/animal littering, careless material storage/handling, and poor property management. Street and parking lot/garage-generated pollutants typically contain atmospheric pollution, tire-wear residues, petroleum products, oil and grease, fertilizer and pesticide wash-offs, industrial chemical spills, as well as animal droppings and litter types of wastes. The pollutants are washed from street surfaces by a rainfall adequate to produce sufficient runoff. The amount of pollutants washed off the street surface is a function of the

⁴² Preliminary Hydrology Report Westview Village, prepared by Jensen Design and Survey, Inc. (**Appendix IX**)

amount of pollutants on street surfaces and amount of surface water flow by storm and non-storm events such as hosing down of walkways and parking garage surfaces. These pollutants have the potential to degrade water quality and may result in significant impacts. The project site is located in an urbanized area of the City. Runoff would continue to drain to the east, while project features, including the installation of bioswales and permeable paving would capture and treat the stormwater runoff, reducing the amount of runoff reaching the surrounding area drains. Under the NPDES permit (issued by the LARWQCB in 2001), the County is required to prohibit discharge of pollutants from private developments. To satisfy this requirement the County requires all projects to implement and maintain post-construction BMP's. Compliance with the SWPPP and inclusion of BMPs would ensure that all flows would be treated prior to being released into the area drains.

Operation of the proposed project would result in an increase in land use intensity on the site and, thus, potentially an increase in the presence of site contaminants. However, the installation of bioswales would ensure any flows are treated prior to reaching the groundwater table. Further, construction and operations would be required to comply with applicable federal, state, and local regulations, as well as code and permit provisions in order prevent violation of water quality standards or waste discharge requirements. The residential uses associated with the proposed project would not be expected to degrade water quality. Therefore, impacts related to water quality would be less than significant. No further analysis is required.

- g) **Less than significant impact.** The project site is located in FEMA Zone X, which is an area with an annual 1 percent chance of flooding.⁴³ Therefore the proposed project is located in a 100-year flood hazard area. The preliminary drainage system for the project site has been designed per the County of Ventura standards as described in the County's Hydrology Manual. On-site treatment of stormwater runoff and retention features would provide stormwater retention for the 85th percentile storm event. Further, the preliminary hydrology report calculated the 100-year storm event values and confirmed that the existing building pads would protect the structures from a 100-year storm event.

The Ventura River is located approximately 1,000 feet north of the project site. (See **Figure 11, Ventura River Levee-1**). The Ventura River levee system (VR-1 levee) is located on the eastern bank of the river, extending north from the mouth of the river to Canada de San Joaquin (approximately 2.65 miles), with an embankment height up to 10 feet above natural ground on the landward side. The VR-1 levee was constructed in 1948 and is currently owned and operated by the Ventura County Watershed Protection District (District). In 2008 in response to FEMA's National Flood Insurance Program (NFIP) Federal levee certification regulatory requirements (44 CFR 65.10) the District commissioned a study to evaluate whether the VR-1 levee, in its existing condition, could be certified as fully-complying with those regulatory requirements. Based on the

⁴³ FEMA Flood Maps, FIRM Panel Number 0611C0745E, <https://msc.fema.gov/portal/search>, accessed July 2015

findings in the study, review of existing VR-1 levee historical data sets, and observations obtained during their field investigation conducted in early 2009, the District was unable to certify the VR-1 levee as fully-complying with all of the certification requirements. Accordingly, the VR-1 levee is considered “de-certified.”

Additionally, in 2010, the USACE performed a periodic-inspection of the VR-1 levee. USACE issued a Periodic Inspection Report (PIR) in 2012 which presented the findings of their inspection and the final USACE rating for the VR-1 levee as “minimally acceptable.”

VR-1 levee certification deficiencies which need to be addressed include: (1) problems with deficient grouted stone slope toe down protection due to the degradation of the river bed, (2) structure encroachments into the landward side embankment of the levee, (3) excessive vegetation growth near the levee, (4) levee maintenance road repairs along the levee toe, and (5) resolution of channel scour problems which may be experienced during 1-percent annual chance flood events (formerly known as the 100-year flood). It is important to note that de-certification of a levee does not in and of itself mean that the levee is unable to provide some level of protection against flood events.

The District is in the process of trying to obtain funding to repair and upgrade the levee. However, given the magnitude of costs associated with rehabilitation and the scarcity of funding, the process of identifying and securing the funding required to certify the VR-1 levee system project could take in excess of ten years.

While a catastrophic failure of this structure could, under worst-case scenarios, result in flooding on the project site, the possibility of failure due to seismic, weather events, or other factors would be remote and speculative. In fact, the VR-1 levee system has successfully provided flood protection during the 1969, 1978, 1982, and 2005 heavy storm seasons. Further, the District is in the process of recertifying the levee for future 100-year flood protection through steps and milestones identified in the Levee Evaluation Report. Based on the evaluation report, some of the necessary steps needed to achieve recertification include the following: Vegetation Removal, Maintenance Repairs, Geotechnical Analyses, Engineering Analysis and Design, Construction, Operation and Maintenance Manuals and a Levee Certification Report. The District is currently engaged in preliminary design engineering work in support of levee retrofit and/or enhancement projects required to certify the VR-1 levee system.



SOURCE: Google Earth, November 2015

FIGURE 11

Ventura River Levee - 1

Should the VR-1 levee not be recertified, preliminary analysis shows that the area located along the river from West Harrison Street to just north of West Ramona Street and east of Sheridan Way would be required to purchase flood insurance as the levee would no longer be recognized for flood insurance mapping purposes as providing flood protection for these areas. The project site is located approximately 750 feet north of this affected area. In addition, the General Plan Policy 7B guides development to minimize risks from geologic and flood hazards. These actions would include minimizing the potential flooding impacts by requiring project proponents of any new developments within the 100-year floodplain to implement measures as identified in the Flood Plain Ordinance, such as raising the finished floor elevation above the floodplain (Action 7.10), to protect structures from 100-year flood hazards. The proposed project would be consistent with the City's Municipal Code through the implementation of the Flood Plain Ordinance. Impacts related to the placement of structures and exposure of people to a significant risk within an identified 100-year floodplain would be less than significant with conformance to the City's Flood Plain Ordinance and applicable General Plan policies.⁴⁴ Thus, impacts related to placing housing in a mapped flood zone would be less than significant. No further analysis is necessary.

- h) Less than significant impact.** A significant impact would occur if the proposed project would place structures within a 100-year floodplain such that flood flows would be impeded or redirected. As previously discussed, although the project site is located within the 100-year flood zone (Zone X), the project's building pads would be raised to protect the proposed project from future storm events. The project site is currently developed with housing. The project would not alter any hydrologic conditions that would impede or redirect flood flows. Impacts would be less than significant. No further analysis is required.
- i) Less than significant impact.** A significant impact would occur if the proposed project was located within in an area susceptible to flooding. As discussed above in detail, the project site is located less than 1,000 feet east of the Ventura River and within a potential inundation area for earthquake-induced dam failure from the Casitas Reservoir.⁴⁵ The Casitas Dam is continuously monitored by several governmental agencies, including the US Army Corps of Engineers and the State of California Division of Safety and Dams. The VR-1 levee is designed to provide protection from the 1-percent annual change discharge (base flood) in conformance with FEMA required freeboard and other regulations. Although the VR-1 levee has been de-certified, as described above the levee is not expected to fail in the near future. Impacts would be less than significant and no further analysis is required.
- j) No impact.** A significant impact would occur if the proposed project exposed persons or structures to an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche

⁴⁴ FEMA Flood Map Service Center, <https://msc.fema.gov/portal/search>, accessed July 2015

⁴⁵ Geocon West Inc., Inc. *Geologic Seismic Hazard Evaluation Proposed Westview Village*, November 17, 2010

is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The project site is not mapped within a tsunami hazard zone. Similarly, damage to the project site due to a seiche is not likely at the project site because no bodies of water are present near the site. Furthermore, the project site is not located within a hilly area or positioned downslope from any unprotected slopes or landslide areas. Therefore, no impact related to inundation by seiche, tsunami, or mudflow would occur.

Mitigation Measures

The following mitigation measures are required to reduce impacts related to hydrology and water quality to less than significant.

- HYD-1** Prior to issuance of grading permits, the project applicant shall submit to the City of Ventura Building and Safety Division detailed plans demonstrating the location of appropriate erosion control and drainage devices such as interceptor terraces, berms, levee-channels, and inlet and outlet structures.
- HYD-2** During construction of the proposed project all waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- HYD-3** During construction and operation of the proposed project all leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drain.
- HYD-4** During construction of the proposed project where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.
- HYD-5** During construction of the proposed project all vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop cloths shall be used to catch drips and spills.

- HYD-6** Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- HYD-7** Any connection to the sanitary sewer shall have authorization from the City of Ventura Public Works Department.
- HYD-8** Storage areas shall be paved and sufficiently impervious to contain leaks and spills.
- HYD-9** All storm drain inlets and catch basins within, and immediately adjacent to the project site, as permitted and approved by the City of Ventura Public Works Department, must be stenciled with prohibitive language (such as “NO DUMPING – DRAINS TO OCEAN”) and/or graphical icons to discourage illegal dumping. Legibility of stencil and signs must be maintained at all times.
- HYD-10** An efficient irrigation system shall be designed to minimize runoff, including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.

X. LAND USE AND PLANNING. Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a) **No impact.** The project site is located within the planned Westside Community Plan Area, as established by the City’s General Plan. Project implementation would include the demolition of 51 affordable housing buildings (180 affordable housing units), and a community building. The existing uses would be replaced with 46 residential buildings, including 320 affordable housing units (comprised of multi-family units, row houses, and duplexes), a community building and three community rooms, public and private open space. Surrounding land uses include commercial and residential uses to the east, State Route 33 to the west, residential uses to the south, and general and light industrial uses to the north and west (Figure 9). Project development would not impede access to any existing development in the project area. Furthermore, no streets or sidewalks would be permanently closed as a result of the development. The proposed project would continue to be accessible from the residential streets located on the eastern portion of the project site. Upon completion of the proposed project, “N” street, a north/southbound street, would be constructed in the central portion of the project site and would improve circulation within the site. Thus there would be no separation of uses or disruption of access between land use types as a result of the proposed project. Therefore, implementation of the proposed project would not disrupt or divide the physical arrangement of the established community and no impact would occur from project implementation. No further analysis is required.

- b) **Less than significant impact.** The City of Ventura Housing Element includes several goals and policies that would be applicable to the proposed project. These goals and policies are listed below in Table 9, Project Consistency with the City of Ventura Housing Element followed by a determination of the project’s consistency with each goal and policy.

**Table 9
Project Consistency with the City of Ventura Housing Element**

Housing Element Goals and Policies	Project Consistency
<p>Goal 1: Maintain and improve the quantity of existing housing and residential neighborhoods in Ventura</p>	<p>The proposed project is consistent with this goal. Although the proposed project would result in the removal of 180 affordable housing units, buildout of the proposed project would result in the construction of 320 low/moderate affordable housing units. The proposed structures would maintain the existing neighborhood character and be similar to the adjacent residential uses in scale and mass.</p>
<p>Policy 1.6: Continue to support the provision of rental assistance to lower-income households, including those with extremely low incomes, and encourage property owners to list units with the Housing Authority.</p>	<p>The proposed project is consistent with this policy. The proposed project would require the existing 180 affordable housing units to be demolished, but would replace these units with 320 low to moderate income units, including senior-specific housing. During construction of the proposed project residents would be relocated to either on or off-site housing currently operated by the project applicant.</p>
<p>Policy 1.8: Preserve the existing stock of affordable housing, including mobile homes, through the implementation of City regulations, ongoing monitoring, as well as financial and other forms of assistance.</p>	<p>The proposed project is consistent with this policy. The proposed project would replace the existing 180 affordable housing units and construct an additional 140 affordable housing units on the project site.</p>
<p>Goal 2: Facilitate the provision of a range of housing types to meet the diverse needs of the community.</p>	<p>The proposed project is consistent with this goal. Residential units offered on the project site would include 234 affordable rental units, 50 affordable senior rental units and 36 for-sale.</p>
<p>Policy 2.5: Support the provision of quality rental housing with three or more bedrooms to accommodate large families, and encourage room additions in the existing housing stock to address household overcrowding.</p>	<p>The proposed project is consistent with this policy. The project would include 44 three bedroom units and 13 four bedroom units.</p>
<p>Policy 2.7: Facilitate the provision of housing to address Ventura’s growing senior population, including design that supports “aging in place,” senior housing with supportive services, assisted living facilities, and second units.</p>	<p>The proposed project is consistent with this policy. Approximately 16 percent (50 units) of the proposed 320 residential units would be affordable units for seniors. Further, the proposed project includes a senior center and is within walking distance to public transportation, as well as a local market.</p>
<p>Policy 2.13: Encourage the production of housing that meets the needs of all economic segments, including extremely low, lower, moderate, and above moderate-income households, to achieve a balanced community.</p>	<p>The proposed project is consistent with this policy. Once completed, the proposed project would be a 100 percent affordable, mixed income urban village comprised of 320 residential units, with a mix of 30 percent low and 70 percent moderate units for the rental component. The affordability levels of the ownership units are still to be determined..</p>
<p>Policy 3.3: Encourage efficient utilization of the City’s limited land resources by encouraging development at the upper end of the permitted Zoning Code/General Plan density.</p>	<p>The proposed project is consistent with this policy. The proposed project would be developed at a density of 20.8 dwelling units per acre. This would be an increase in the density on the project site.</p>

Housing Element Goals and Policies	Project Consistency
<p>Policy 3.7: Identify opportunities for housing development or redevelopment that supports other community goals such as neighborhood improvement, recreation opportunities, and the preservation of sensitive lands and neighborhood character.</p>	<p>The proposed project is consistent with this policy. The proposed project is a redevelopment project. In addition to the replacement of the affordable housing stock, the project would replace the existing recreation areas with children playgrounds, turf areas for passive and active recreation activities, an amphitheater, three community rooms, one community building, and a half-court basketball court.). This would improve the overall neighborhood character within Westview Village.</p>
<p>Policy 5.3: Promote housing that meets the special needs of large families, elderly persons, agricultural workers, and the disabled.</p>	<p>The proposed project is consistent with this policy. The project includes affordable housing as well as 50 affordable housing units specifically for seniors.</p>
<p>Policy 5.4: Continue to enforce notification requirements and ensure applicable relocation assistance is provided for any person displaced due to demolition, reuse, condominium conversion, or rehabilitation as a result of code enforcement. Provide supplemental relocation assistance to lower-income persons, where feasible.</p>	<p>The proposed project is consistent with this policy. The project applicant would provide temporary housing for residents displaced during construction of the proposed project. All existing residents would be accommodated within the new units.</p>

Source: City of Ventura Housing Element, 2011.

The City’s General Plan land use designation for the project site is Neighborhood High (NH), which allows a density of between 20 to 54 dwelling units per acre. The project site is currently zoned R-3-5 (Residential Multi-Family) which requires lot coverage to be 60 percent or less, requires 2,400 square feet of lot area per unit, and a maximum building height of 45 feet and 3 stories. Buildout of the proposed project would result in a density of 20.8 dwelling units per acre and would not exceed the designated height restrictions (the senior building, the tallest building would be 41 feet), or construct any buildings with four or more stories.

SB 1818 Density Bonus

Pursuant to Government Code Section 65915 (Density Bonus Law), the project would be allowed a density bonus. In general, the maximum density bonus is 35 percent for setting aside 20 percent of the units for low income (or 11 percent for very low income households). The proposed project far exceeds the threshold to qualify for the maximum density bonus, as 89 percent of the residential units would be set aside for low or very low income households.^{46 47} The project is seeking a 15 percent increase in density (42 units) on the project site. Further, the proposed project would replace the existing 180 affordable housing units which would be demolished, at the existing level of affordability (i.e., low, very low, etc.).⁴⁸ As such, the project includes: 180 affordable

⁴⁶ SB 1818 also permits a 20 percent bonus for 100 percent senior buildings. There are no income restrictions for the 20 percent bonus.

⁴⁷ The City of Ventura’s Municipal Code Section 24.445.040 requires a project applicant to designate a minimum of 10 percent of the proposed project’s total dwelling units to low-income residents to be eligible for a 20 percent density bonus.

⁴⁸ See City Municipal Code Section 24.445.020-for definitions of extremely low, low, and moderate income.

units (to replace the existing units), an additional 104 affordable rental units and 36 for-sale row houses and duplexes.

Cities and counties must grant one or more "concessions or incentives" reducing development standards, depending on the percentage of affordable units provided. "Concessions and incentives" include modifications of, or reductions in zoning standards, other development standards, design requirements, mixed use zoning, and any other incentive that would reduce costs for the developer. Any project that meets the minimum criteria for a density bonus is entitled to one concession from the local government agency, increasing up to a maximum of three concessions depending upon the amount of affordable housing provided. When the number of affordable units is increased to 15 percent very low income, 30 percent lower income, or 30 percent moderate income units, then the number of concessions is increased to three. The City may waive or reduce development standards as applied to a proposed project that would otherwise physically preclude development from meeting the criteria of the Density Bonus Ordinance.⁴⁹ In addition, if a project qualifies for a density bonus, the developer may request (and the City and County must grant) modified parking standards for the entire development project. The new standards are:

- zero to one bedroom – one on-site parking space
- two to three bedrooms – two onsite parking spaces
- four or more bedrooms – two and one-half on-site parking spaces.

These numbers are inclusive of guest parking and handicapped parking and may be tandem or uncovered.

The project includes the following concessions, waivers and parking modifications to allow the development to be constructed as proposed. They include:

- Vesting Tentative Map Extension – eliminate the 24 month Vesting Tentative Map expiration and apply the Tentative Map expiration and extension processes.
- Modified Development Standards – allow modified setback and lot coverages as provided in **Table 10, Modified Development Standards.**
- Modified Parking Standards – eliminate the requirement for covered parking spaces and provide an equivalent number of tandem parking or uncovered parking spaces.

⁴⁹ City of Ventura Municipal Code Section 24.445.060.

Vesting Tentative Map Extension

The City's Municipal Code provides that Vesting Tentative Maps shall expire after 24 months and that the extensions for tentative maps provided elsewhere in the Municipal Code shall not apply.⁵⁰ To receive the necessary funding from the US Department of Housing and Urban Development (HUD) needed to construct the proposed affordable multi-family units, the project applicant must have the ability to rely on the project approvals submit for the duration of the proposed project's construction period. As buildout of the proposed project is projected to be complete in approximately six to seven years (from the start of construction), the project applicant is requesting that the proposed project's tentative maps be made eligible to apply for the tentative map extensions cited elsewhere in the City's Municipal Code.

Modified Development Standards

The City's Municipal Code requires that lots zoned Multi-Family Residential (R-3-5) (the current zoning for the project site) maintain: (i) a front setback of 20 percent of the lot depth or 20 feet, whichever is less; (ii) a side yard setback of 10 percent of the lot width or five feet, whichever is less, for interior lots; (iii) a side yard setback of half the required front yard setback or 10 feet, whichever is less, for corner lots; and (iv) a rear yard setback of 25 percent of the lot depth or 25 feet, whichever is less. The project lots would not meet the City's required setbacks. The project applicant is requesting variances be granted for the lots which do not satisfy the City's development standards to ensure that the proposed residential units can be accommodated on the project site.

Table 10
Modified Development Standards

Standard	Required	Minimum Proposed
Front	20 feet	4 feet
Street Side	10 feet	3 feet
Rear	25 feet	3 feet

Under the R-3-5 zone, proposed projects must maintain maximum lot coverage of 60 percent. As proposed the senior units would be constructed on lot six and comprise 76 percent of the lot. The senior building cannot be accommodated elsewhere on the project site, thus the project applicant is requesting that the City approve the increased lot coverage for lot six.

⁵⁰ City of Ventura Municipal Code Section 26.100.170(D).

Modified Parking Standards

In addition to the concessions above, the applicant is requesting modified parking standards. The number of parking spaces associated with buildout of the proposed project (663 spaces) would exceed the City's parking requirement and exceed the number of required parking spaces required pursuant to Government Code Section 65915(p).⁵¹ However, the City's Municipal Code would require 320 covered parking spaces.⁵² As described above Density Bonus Law permits a project to satisfy parking requirements using tandem parking or uncovered parking. Thus, although the project applicant is requesting that the 663 parking spaces be uncovered, this is permitted under the applicable law and impacts would be less than significant. No further analysis is needed.

- c) **No impact.** As discussed above, under **Section IV, Biological Resources** the project site is not located within a natural conservation community or a habitat conservation area. Thus, no anticipated impact would occur as a result of the project, and no further analysis is needed.

⁵¹ Under the City's Municipal Code the proposed project would be required to provide 640 parking spaces.

⁵² City of Ventura Municipal Code Section 24.415.030.4(a)(3).

XI. MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a-b) No impact. The project site is developed and located in an urbanized area. The California Geological Survey (CGS) has categorized the project site as Mineral Resource Zone (MRZ) 3a. Areas within the MRZ-3a could contain aggregate resources suited for use in Portland Cement Concrete; however, the City’s General Plan has not identified the project site and/or the surrounding area as a mineral resource area.⁵³ Therefore, no impact associated with mineral resources would occur, and no further analysis is necessary.

⁵³ 2005 Ventura General Plan EIR, Section 4.9 Mineral Resources, Figure 4.9-2, http://www.cityofventura.net/files/file/comm-develop/ventura_general_plan_feir_2005.pdf, accessed November 9, 2015.

XII. NOISE. Would the project result in:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

Background

Sound is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. The human ear does not respond uniformly to sounds at all frequencies, being less sensitive to low and high frequencies than to medium frequencies that correspond with human speech. In response to this, the A-weighted noise level (or scale) has been developed. It corresponds better with people's subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of dB(A). Because noise is measured on a logarithmic scale, a doubling of sound energy results in a 3 dB(A) increase in noise levels. However, changes in a community noise level of less than 3 dB(A) are not typically noticed by the human ear. Changes from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. A 5.0 dB(A) increase is readily noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Noise sources occur in two forms: (1) point sources, such as stationary equipment or individual motor vehicles; and (2) line sources, such as a roadway with a large number of point sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6.0 dB(A) for each doubling of distance from the source to the receptor at acoustically "hard" sites and 7.5 dB at acoustically "soft" sites. For example, a 60.0 dB(A) noise level measured at 50 feet from a point source at an acoustically hard site would be 54.0 dB(A) at 100 feet from the source and 48 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates (i.e., becomes less) at a rate of 3.0 dB(A) and 4.5 dB(A) per doubling of distance from the source to the receptor for hard and soft sites, respectively. Examples of hard sites include asphalt, concrete, and hard and sparsely vegetated soils. Examples of acoustically soft sites include sand, plowed farmland, grass, crops, and heavy ground cover.

Sound levels can also be attenuated by man-made or natural barriers (e.g., sound walls, berms, ridges), as well as elevational differences. Solid walls and berms may reduce noise levels by 5.0 to 10.0 dB(A) depending on their height and their horizontal distance relative to the noise source and the noise receptor. A higher noise barrier lengthens the path of a sound wave from the source to the receptor. The longer the distance a sound wave needs to travel to reach the receptor, the greater the sound attenuation. Sound

levels may also be attenuated 3.0 to 5.0 dB(A) by a first row of houses and 1.5 dB(A) for each additional row of houses in residential environments.

The most frequently used noise descriptors are summarized below:

Leq: The equivalent sound level is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq is the constant sound level, which would contain the same acoustic energy as the varying sound level, during the same period (i.e., the average noise exposure level for the given period).

Lmax: The instantaneous maximum noise level for a specified period of time.

L50: The noise level that is equaled or exceeded 50 percent of the specified time. This is the median noise level during the specified time.

L90: The noise level that is equaled or exceeded 90 percent of the specified time. The L90 is often considered the background noise level averaged over the specified time.

DNL: The Day/Night Average Sound Level is the 24-hour day and night A-weighted noise exposure level, which accounts for the greater sensitivity of most people to nighttime noise by weighting noise levels at night. Noise between 10:00 PM and 7:00 AM is weighted (penalized) by adding 10 dB(A) to take into account the greater annoyance from nighttime noise (also referred to as Ldn).

CNEL: Similar to the DNL, the Community Noise Equivalent Level (CNEL) adds a 5-dB(A) "penalty" for the evening hours between 7:00 PM and 10:00 PM in addition to a 10-dB(A) penalty between the hours of 10:00 PM and 7:00 AM.

The DNL and CNEL values differ by much less than 1 dB(A). In general, changes in a community noise level of less than 3.0 dB(A) are not typically noticed by the human ear. Changes from 3.0 to 5.0 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. A greater than 5.0 dB(A) increase is readily noticeable, while the human ear perceives a 10.0 dB(A) change in sound level to be a doubling or halving sound. A 1 dB difference in noise level is not noticed by the human ear. Therefore, as a matter of practice, Ldn and CNEL values are considered to be equivalent and are treated as such in this assessment.

Regulatory Framework

The City's General Plan includes noise compatibility guidelines based on various land uses (See **Figure 12**). These guidelines provide residents with a community acceptable noise level range based on specific land uses. As shown in **Figure 12**, normally acceptable multi-family residential noise levels should not exceed 65 dB(A). In addition,

the General Plan Action 7.32 requires an acoustical analysis and mitigation prior to development of any residences within the 60 dBA CNEL contour and incorporation of appropriate mitigation to reduce noise in residential exterior usable spaces to 65 dBA CNEL or lower and reduce interior noise levels at residences to 45 dBA CNEL or lower.⁵⁴

Noise standards included in the City’s Municipal Code, shown in **Table 11, City of Ventura Designated Noise Zones**, apply to noise generating activities which occur at a proposed project’s property line and exceed the normally acceptable noise level for a cumulative period of more than 30 minutes. For noise levels that last less than 30 minutes, the following standards apply:

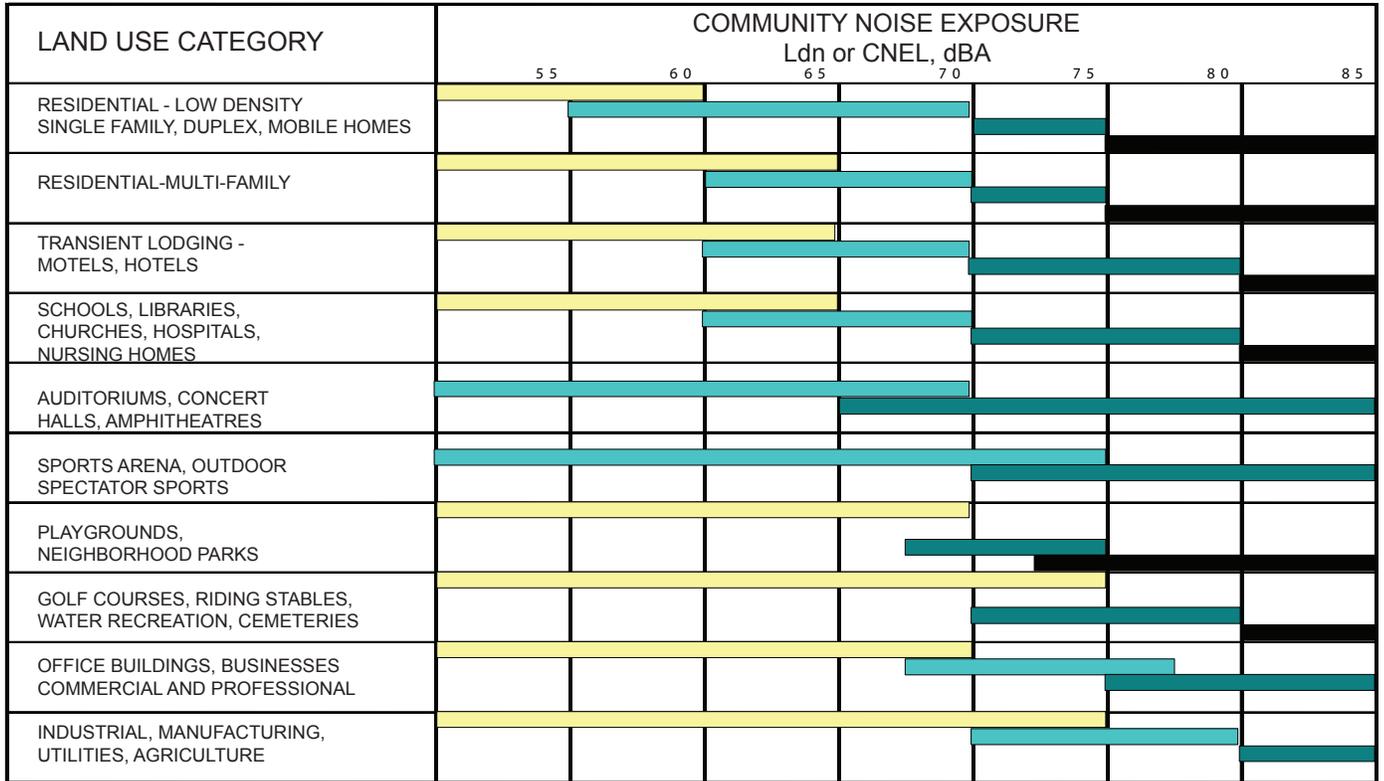
- maximum noise levels equal to the value of the noise standard plus 5 dB(A) for a cumulative period of no more than 15 minutes in any hour
- 10 dBA for a cumulative period of no more than 5 minutes in any hour
- 15 dBA for a cumulative period of no more than 1 minute in any hour
- 20 dBA for any period of time.

Table 11
City of Ventura Designated Noise Standards

Zone	Land Use	Time Interval	Exterior Noise Levels dB(A)
I	Noise Sensitive Properties	7:00 AM – 10:00 PM	50
		10:00 PM – 7:00 AM	45
II	Residential	7:00 AM – 10:00 PM	50
		10:00 PM – 7:00 AM	45
II	Commercial	7:00 AM – 10:00 PM	60
		10:00 PM – 7:00 AM	55
IV	Industrial/Agricultural	Anytime	70

Source: City of Ventura Municipal Code, Section 10.650.130, Designated Noise Zones

⁵⁴ The City’s interior noise level standard is measured when windows are closed.



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE
New Construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

SOURCE: City of Ventura General Plan

FIGURE 12

To abate the potential nuisance from construction noise, the City of Ventura Construction Noise Regulations (Section 10.650.150(D) of the City’s Municipal Code) regulates construction and building noise in several ways. The applicable noise regulations are described below:

Section 10.650.150(D(1)) Construction of Buildings and Structures – Between the hours of 8:00 p.m. of one day and 7:00 a.m. of the next, no person adjacent to or within any residential zone in the city shall operate power construction equipment or tools or perform any outside construction or repair work on buildings or structures, or operate any pile driver, steam shovel, pneumatic hammer, steam or electric hoist or other construction device so as to create any noise which exceeds the noise level limits of this article. These specified construction activities are permitted between the hours of 7:00 a.m. and 8:00 p.m. The performance of emergency work is exempt from the provisions of this section.

Section 10.650.150(D(3)) Construction of Buildings and Structures –The planning commission and city council shall retain the right to impose more restrictive hours of construction upon any projects involving construction activity by adding appropriate conditions to the city's approval of subdivisions, planned development permits, conditional use permits, variances and other projects.

Thresholds of Significance

Construction and operation of the proposed project must demonstrate compliance with the City’s applicable multi-family exterior and interior noise standard, 65 dB(A) and 45 dB(A), respectively. For purposes of defining a “substantial” increase in traffic noise, the General Plan Noise Element standards are included in **Table 12, General Plan Noise Element Thresholds for Substantial Traffic Noise Increase.**

Table 12
General Plan Noise Element Thresholds for Substantial Traffic Noise Increase

Ambient Noise Level CNEL	Significant Impact
<60 dB(A)	+5.0 dB(A) or greater
60-65 dB(A)	+3.0 dB(A) or greater
>65dB(A)	1.5 dB(A) or greater

Source: Westview Village Development Noise Impact Study, prepared by MD Acoustics, May 2015, Appendix XII

- a) **Less than significant with mitigation incorporated.**

Construction Impacts

Construction noise sources cannot be strictly related to a 24-hour City of Ventura community noise standard because this type of noise typically occurs only during certain hours of the day, and construction source noise levels vary greatly over time. Construction activities are also treated separately in many community noise ordinances because they do not represent a chronic, permanent noise source.

The degree of construction related noise would vary depending on the construction phase and equipment being used. The Environmental Protection Agency (EPA) has compiled data on the associated noise levels for typical construction activities. Table 13, Typical Construction Noise Levels, includes a list of the construction equipment which could be used during construction of the proposed project and its associated noise level. Construction related noise would diminish at a rate of 6 dB(A) per 50 feet. For example, a noise level of 86 dB(A) measured at 50 feet from the source would be reduced to 80 dB(A) at 100 feet from the source.

Table 13
Typical Construction Noise Levels

Equipment	Noise Levels dB(A) at 50 feet
Compactors (Rollers)	73-76
Front Loaders	73-84
Backhoes	73-92
Tractors	75-95
Scrapers, Graders	78-92
Pavers	85-87
Trucks	81-94
Concrete Mixers	72-87
Concrete Pumps	81-83
Cranes (Movable)	72-86
Cranes (Derrick)	85-87
Pumps	68-71
Generators	71-83
Compressors	75-86
Saws	71-82
Vibrators	68-82

Source: Westview Village Development Noise Impact Study, prepared by MD Acoustics, May 2015, Appendix XII

During construction, ground clearing, grading, structural, and other noise-generating activities would occur at the project site between the hours of 7:00 AM and 8:00 PM in accordance with the City’s Noise Ordinance (Section 10.650.150(D)). As the City permits construction related noise to occur during these hours, for the purpose of this analysis, the proposed project’s construction activities are assumed to result in less than significant impacts if construction related activities occur between 7:00 AM and 8:00 PM.⁵⁵ Further, **Mitigation Measures NOISE-1** through **NOISE-5**, would be implemented to further reduce impacts to adjacent land uses. Impacts would be less than significant and no further analysis is necessary.

Operational Impacts

As shown in the traffic study (**Appendix XVI**) for the project, the project would result in 738 new daily vehicle trips. Noise generated by vehicle trips was modeled under future noise levels 2025 with and without project scenario and with project conditions utilizing the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). Local roadway mobile noise generated by the proposed project would not cause the ambient noise level

⁵⁵ *Westview Village Development Noise Impact Study, prepared by MD Acoustics, May 2015*

measured at the eastern property line of the affected uses to rise to the “normally unacceptable” or “clearly unacceptable” category or result in a “substantial” increase (e.g., any increase of 5-dB(A) or more) in noise levels.

As shown in **Table 14, Existing (2014) Noise Levels and Existing Plus Project Noise Levels**, and **Table 15, Future Noise Levels (2025) With and Without Project**, noise generated by an increase in local roadway traffic would not cause the ambient noise level (measured 50 feet from the studied roadway segment), to increase to the “normally unacceptable,” or “clearly unacceptable” category or result in any 5 dB(A) or more increase in noise level. As a result, local roadway vehicular noise impacts from the project would result in a less than significant impact.

To calculate the future 2025 traffic noise levels along State Route 33 a 1.5 percent growth factor was applied to the 2014 traffic volumes. As shown in **Table 16, Future Noise Levels (2025) From State Route 33 to Nearest Residences**, noise generated by an increase in traffic on the State Route 33 would cause the ambient noise level measured at the residential units nearest to State Route 33 (along the western boundary) to rise to the “conditionally acceptable” category. The projected noise level would range between 53.0 dB(A) and 65.9 dB(A), thus mitigation is required. With implementation of **Mitigation Measure NOISE-9**, the mitigated noise level would range between 53.0 dB(A) and 60.6 dB(A) and be “normally acceptable.” Impacts would be less than significant and no further analysis is required

Table 14
Existing (2014) Noise Levels and Existing Plus Project Noise Levels

Roadway Segment	Estimated dB(A), CNEL			Project Impact?
	No Project (2014)	Project (2014)	Increase	
Olive Avenue from Stanley Avenue to Ramona Street	57.4	57.7	0.3	No

Source: Westview Village Development Noise Impact Study, prepared by MD Acoustics, May 2015 Appendix XII

Table 15
Future Noise Levels (2025) With and Without Project

Roadway Segment	Estimated dB(A), CNEL			Project Impact?
	No Project (2025)	Project (2025)	Increase	
Olive Avenue from Stanley Avenue to Ramona Street	59.9	60.1	0.2	No

Source: Westview Village Development Noise Impact Study, prepared by MD Acoustics, May 2015 Appendix XII

Table 16
Future Noise Levels (2025) From State Route-33 to Nearest Residences

Sensitive Receptors	Distance from SR-33	Maximum Operation Noise Level (dB(A))	Maximum Mitigated Operation Noise Level (dB(A))
Proposed Project Residential Units Located Along the Western Property Line	300 feet	65.9	60.6

Source: Westview Village Development Noise Impact Study, prepared by MD Acoustics, May 2015 *Appendix XII*

The interior noise levels were calculated with a “windows open” and “windows closed” condition for the residential units located closest to State Route 33 and Olive Avenue (located at the western and eastern property lines). The residential units interior noise level would be reduced by 12 dB(A) with the windows open, compared to 20 dB(A) with the windows closed. As shown in **Table 17, Future Interior Noise Level**, the interior noise level would range from 33.0 dB(A) to 41.0 dB(A) at the eastern boundary, and with implementation of **Mitigation Measure NOISE-6** from 40.6 dB(A) to 45.0 dB(A) at the western boundary.

Table 17
Future Interior Noise Level

Sensitive Receptors	Roadway Noise Source	Residential Floor	Measured Noise Level at Building Facade	Interior Noise Level dB(A) with Standard Residential Windows (STC≥25) ^{1,2}	
				Windows Open	Windows Closed
Proposed Project Residential Units Located Along the Western Property Line	SR-33	1 st	60.1	48.6	40.6
		2 nd	71.0	59.0	45.0 ³
		3 rd	71.0	59.0	45.0 ⁴
Proposed Project Residential Units Located Along the Eastern Property Line	Olive Street	1 st	53.0	41.0	33.0
		2 nd	53.0	41.0	33.0
		3 rd	53.0	41.0	33.0

Source: Westview Village Development Noise Impact Study, prepared by MD Acoustics, May 2015 *Appendix XII*

¹ = Interior noise level measures for SR-33 include implementation of Mitigation Measure NOISE-9

² STC = Sound Transmission Class; The average STC rating for single pane windows ranges between 26 and 28.

³ = dB(A) measurement with a STC window rating of 29; See Mitigation Measure NOISE-10

⁴ = dB(A) measurement with a STC window rating of 29; See Mitigation Measure NOISE-10

The interior noise levels (under both scenarios, windows open/closed) for the residential units located along the eastern boundary would be below the City's 45 dB(A) threshold, impacts would be less than significant and no mitigation would be required. With the exception of first floor residential units window closed scenario, the interior noise level of the residential units located along the western boundary (facing State Route 33) would exceed the City's 45 dB(A) threshold. Impacts would be significant. Implementation of **Mitigation Measure NOISE-10** would require the unit's windows and sliding glass doors to have a minimum window STC rating of 29, which would reduce the interior noise level to 45 dB(A).⁵⁶ Impacts would be less than significant and no further analysis is necessary.

b) Less than significant with mitigation incorporated.

Background

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second, and in the US is referenced as vibration decibels (VdB).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Activities within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in **Table 18, Vibration and Human Response**.

⁵⁶ STC = Sound transmission class; STC ratings are used to calculate sound reduction. STC ratings range from 18 to 38.

Table 18
Vibration and Human Response

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Note:

VdB = Vibration Decibel

Source: Federal transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.

Construction Impacts

Although construction of the proposed project would not require the use of equipment such as pile drivers, (which are known to generate substantial construction vibration levels), a variety of the equipment used for the proposed project could generate groundborne vibration and noise. Bulldozers and other earth moving equipment would generate the highest vibration VdB levels, but would not involve pile driving or other activities associated with heavy grading. Further, the addition of heavy vehicle traffic at and around the project site would create on-road truck vibration; however, this type of vibration is not typically perceptible by humans.

The *State CEQA Guidelines* do not define the levels at which groundborne vibration or groundborne noise are considered “excessive.” In addition, the City has not adopted any thresholds for groundborne vibration impacts. Therefore, the Federal Transit Administration’s (FTA) vibration impact thresholds for sensitive buildings, residences, and institutional land uses under conditions where there are an infrequent number of events per day was used to determine whether or not vibration impacts would be significant. Thus, in accordance with the vibration impact thresholds of the FTA, a significant impact may occur if the proposed project generates groundborne vibration levels at or exceeding 80 VdB at residences where people normally sleep.

Construction activities that would occur on the project site may have the potential to generate low levels of groundborne vibration. The construction associated vibration levels would vary according to the phase of construction and would be limited to the daytime hours between 7:00 AM and 8:00 PM in accordance with Section 10.650.130 of the City’s Municipal Code. The primary source of vibration would be from the use of a small bulldozer. A small bulldozer has a vibration impact of 0.003 inches per second peak particle velocity (PPV) at 25 feet. This vibration impact would be barely perceptible. As the construction equipment (e.g., vibration sources) would not be used

within 25 feet of an existing sensitive receptor, vibration impacts from construction activities would be less than significant. Further, with **Mitigation Measures NOISE-5** through **NOISE-8** construction vibration would be significantly reduced. Thus, no further analysis is necessary.

Operational Impacts

During operation of the proposed project, there would not be significant stationary sources of ground-borne vibration, such as the use of heavy equipment. Most operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways, however; project-related traffic vibration levels would not be perceptible by sensitive receptors. Thus, operational vibration impacts would be considered less than significant. No further analysis is required.

c-d) Less than significant impact

Construction Impacts

Construction of the proposed project would contribute to cumulative construction noise levels. However, the proposed project and related projects would be subject to the City's Noise Ordinance (Section 10.650.150(D)), which limits the hours of allowable construction activities from 7:00 AM to 8:00 PM. With incorporation of **NOISE-1** through **NOISE-8** the proposed project's cumulative construction noise impact would be considered less than significant. No further analysis required.

Operational Impacts

Vehicles traveling to and from the project site could generate long-term noise impacts. Off-site noise generated by traffic from the proposed project was modeled under future noise levels 2025 with and without project utilizing the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). **Table 16**, illustrates the projected exterior noise levels for 2025 with the proposed project. As shown, there are no project related noise increases at the roadway segment (as a result of the small incremental number of vehicles that are added by the proposed project). The roadway noise increase would be negligible and would be less than the 5-dB(A) significance threshold. Thus, cumulative impacts would be considered less than significant. No further analysis is required.

e-f) No Impact. The proposed project is not located within an airport land use plan or within the vicinity of a private airstrip; therefore, the project would not expose persons in the project area to excessive noise levels. No impacts would occur, and no further analysis is required.

Mitigation Measures

The following mitigation measures are required to ensure impacts related to construction and operation related noise levels are reduced to less than significant.

- NOISE-1** Construction staging areas shall be located as far away from the existing sensitive receptors (residential uses) located west, east, and north of the project site, as possible.
- NOISE-2** All construction equipment shall be stored on the project site during the construction phases to eliminate daily heavy-duty truck trips on vicinity roadways. All heavy-duty trucks shall travel on Stanley Avenue and Ventura Avenue from the State Route 33 Freeway
- NOISE-3** All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices.
- NOISE-4** Two weeks prior to commencement of construction, notification shall be provide to the off-site sensitive receptors (e.g., residential and school uses) within 500 feet of the project site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.
- NOISE-5** Construction activities that produce vibration, such as demolition, excavation, earthmoving, and ground impacting shall be sequenced so that the vibration sources do not operate simultaneously.
- NOISE-6** Construction activities shall use rubber-tired equipment in place of steel-track equipment whenever feasible.
- NOISE-7** The construction contractor shall use demolition and construction methods not involving impact, where possible. Pile drivers, packers, clam shovel drops, hydromills, vibratory rollers, and other major sources of vibration should not be used during construction of the proposed project. When feasible, non-impact demolition and construction methods, such as saw or torch cutting and removal for off-site demolition, chemical splitting, and hydraulic jack splitting, shall be used instead of high impact methods.

- NOISE-8** The construction contractor shall avoid using high vibration construction equipment (e.g., large bulldozers) within 8 feet to the northern property line, whenever possible.
- NOISE-9** Prior to issuance of the first certificate of occupancy for the proposed project, the project applicant shall be responsible for the construction of a 6 foot tall (minimum) noise barrier wall at the proposed project's western boundary, capable of achieving a sound attenuation of at least 65 dB(A) reduction at 50 feet. Specifications for sound barriers shall be included on all construction plans.
- NOISE-10** Residential units located along the western boundary of the project site (facing State Route 33) shall include windows and sliding glass doors with a minimum STC rating of 29.

XIII. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

- a) **Less than significant impact.** SCAG is a federally designated metropolitan planning organization for the Southern California region. The project site is located within the six-county jurisdiction of SCAG, which includes Ventura, Los Angeles, Orange, Riverside, San Bernardino, and Imperial, counties. One of SCAG’s primary functions is to forecast population, housing, and employment growth for each region, subregion, and city. As discussed above in **Section III, Air Quality**, the latest forecast was completed as part of the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) update, which was adopted in April 2012. The project site is located in the Ventura Council of Governments (VCOG) subregion, which encompasses several cities within Ventura County as well as the unincorporated Ventura County area. The City of Ventura’s population totaled 109,484 in 2014,⁵⁷ and is projected to total 116,900 in 2020, and 128,800 in 2035, a 17percent increase over the 2014 totals.⁵⁸ The number of

⁵⁷ US Census Bureau, State and County QuickFacts, City of Ventura, <http://quickfacts.census.gov/qfd/states/06/0665042.html>, accessed November 9, 2015.

⁵⁸ Southern California Association of Governments, “SCAG Existing Housing Needs Data Report,” <http://rtpscs.scag.ca.gov/pages/viewReport.aspx>.

households in the City of Ventura totaled 43,541 in 2014,⁵⁹ and is projected to increase to 45,200 in 2020, and 50,100 in 2035, a 15.1 percent increase over 2014 totals.⁶⁰

Based on 2.5 residents per unit,⁶¹ 450 residents currently live on the project site. While the population growth associated with the 320 units would be 800 residents (320 x 2.5 residents/unit), the net resident growth would be 350 residents. Therefore, project population generation would account for approximately 4.4 percent of the expected population increase of 8,019 residents from 2014 to 2020 (the data for the closest year to project buildout) in the City of Ventura. This increase is a small percentage of the growth anticipated by 2020 and is accounted for within the 2020 Ventura projections of 116,900 residents.

The Growth Forecast Appendix of SCAG's 2012-2035 Regional Transportation Plan, which was adopted in April 2012, projects that the City of Ventura's population will increase to 116,900 in 2020 and 128,800 in 2035. Therefore, the 2025 General Plan projected population would exceed the RTP's 2020 projection, but would not exceed the RTP's 2035 projection. The project would incrementally contribute to the significant and unavoidable population growth impact identified in the 2005 General Plan EIR because it would contribute to the planned growth in the City that would exceed regional population forecasts. However, the proposed project would not increase population figures over those that have been planned for the area, would be consistent with the AQMP forecasts for this area, and would be considered consistent with regional policies related to affordable housing and housing needs. - Because the population growth facilitated by the proposed project is within the predicted growth in the City, the project is consistent with growth projections and would not directly induce population growth that is substantially higher than expected population growth in the area. Therefore, the impact would be less than significant and no further analysis is required.

- b) **Less than significant impact.** The project site is currently developed with 180 affordable housing units which would be demolished in phases to accommodate the proposed project. The demolition of these units would result in the direct loss of affordable units in the City. However, this loss would be temporary as all affordable units would be replaced at approximately 1.8:1. In addition, the project applicant would provide off-site affordable housing units to displaced residents while phased construction of the new units is underway. Additionally, residents who currently reside within the existing units on the premises would have first rights to as new units are constructed. Buildout of the proposed project would include 320 low/moderate income housing units, as well as senior-specific affordable housing units, thus no replacement housing would need to be constructed elsewhere. Therefore, no affordable units would be lost (as all would be

⁵⁹ California Department of Finance, E-5 City/County Population and Housing Estimates, 2014.

⁶⁰ Southern California Association of Governments, "SCAG Existing Housing Needs Data Report," <http://rtpsc.scag.ca.gov/pages/viewReport.aspx>, accessed June 2015

⁶¹ $108,881/43,541=2.5$

replaced) and no residents would be permanently displaced (as all would be accommodated off site and then accommodated back on site). Impacts associated with displacement of housing would be less than significant. No further analysis is required.

- c) **Less than significant.** The demolition of the existing 180 affordable housing units would temporarily displace residents. As described in the project description, residential units would be demolished and then constructed in phases to minimize the number of temporary off-site affordable housing units needed. As the proposed project includes the construction of 320 affordable units (an additional 140 affordable housing units beyond what is currently on the project site) and existing residents would be offered preemptive rights to newly constructed residential units, the construction of permanent replacement off-site housing would not be necessary. Impacts associated with the displacement of substantial numbers of people and the need for replacement housing would be less than significant. No further analysis is necessary.

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

Responses:

Fire Protection:

- i) **Less than significant.** The proposed project would result in a net increase of 140 units and an estimated 350 persons on the project site. This would incrementally increase demands for public services including fire protection. First response for fire and paramedic services to the project site would be provided by the Ventura Fire Station No. 1, located at 717 N. Ventura Avenue. This station is located approximately 0.5 miles southeast of the project site and provides fire prevention, fire suppression, hazmat inspection/response, ocean rescue, urban search and rescue, and advanced life support and paramedic services.⁶² The City has contracted with the County to provide ambulance services, via American Medical Response, to City residents when necessary.

⁶² City of Ventura Website, Ventura City Fire Department, <http://www.cityofventura.net/fire/about>

The City also maintains a mutual emergency aid agreement with the City of Oxnard and the Ventura County Fire Protection District.⁶³

The Ventura Fire Department (Department) is comprised of 66 sworn firefighters. Based on the City's 2014 population of 108,881 residents the firefighter to resident ratio is approximately 1 firefighter per 1,650 residents, which is above the national standard of 1 firefighter per 1,000 residents. The Department's response time goal is to reach the scene within five minutes 90 percent of the time.⁶⁴ Fire Station No. 1's average response time for the project site is two minutes, and thus the Station is meeting the Department's goal.⁶⁵

During construction, framing operations and the installation of electrical, plumbing, communications, and ventilation systems would occur. Although rare, the potential for fire to occur at the construction site is possible. It is expected that the electrical, plumbing and mechanical systems for the development would be properly installed during framing operations, thus reducing the potential for fire during the operational phase of the project.

In addition to response times, the project applicant would be required to comply with California Fire Code (CFC) and City standards related to water availability and accessibility to firefighting equipment. As part of the project review process, the Ventura Fire Department would review the proposed project and make recommendations for fire protection services and fire flow rates. For instance, the largest proposed building on the project site, the 50-unit senior building and community building would be classified as a V-B building.⁶⁶ Appendix B of the 2010 California Fire Code (CFC) requires a fire flow of 4,750 gallons per minute (gpm) with a flow duration of 4 hours at a residual pressure of 20 pounds per square in (psi) for a V-B building. An automatic sprinkler system would be installed in both buildings (the senior building and the community center) which if approved by the Ventura Fire Department, would allow for a reduction in the required fire flow.⁶⁷ With the installation of the automatic sprinkler system it was assumed that the required fire flow would be reduced by 50 percent or 2,375 gpm.⁶⁸ The proposed project would comply with the required fire flow for all structures, as well as

⁶³ The mutual aid agreement is an arrangement between emergency responders to provide assistance across local jurisdictions when necessary.

⁶⁴ City of Ventura Fire Department, Administrative Secretary, Jeannie McGovern, written communication June 23, 2015

⁶⁵ City of Ventura General Plan, Figure 7-2, Fire Response Time

⁶⁶ Under the IBC, V-B buildings are the least restricted building type in regards to materials, however it is the most restricted in terms of building size.

⁶⁷ 2010 CFC Section B105

⁶⁸ *Water System Hydraulic Evaluation and Supply Requirements for the Westview Village Project in the City of Ventura*, prepared by Michael Baker International, 2015 **Appendix XIV**

all applicable state and local codes and ordinances related to fire protection. Further, depending on the outcome of the Ventura Fire Department's review, any required improvements to the water system (e.g., additional hydrants) would be provided at the expense of the project applicant.

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

Given compliance with required codes and ordinances, impacts would be less than significant. No further analysis is required.

Police Protection:

- ii) **Less than significant impact.** Police protection services are not "facility-driven;" that is, police protection services are not as reliant on facilities in order to effectively patrol a beat. An expansion of, or intensification of development within a beat does not necessarily result in the need for additional facilities if police officers and patrol vehicles are equipped with adequate telecommunications equipment in order to communicate with police headquarters. However, if the geographical area of a beat is expanded, population increases, or intensification/redevelopment of an existing beat results in the need for new police officers, new or expanded facilities could be needed. The City is divided into four geographic beats, which are created based on the number of crimes reported and calls for services within the City of Ventura. The project site is located within Beat 1, which covers Ventura's west end and portions of the Downtown area.

The City of Ventura Police Department (Department) is the primary provider of law enforcement services within the area. The Ventura Police Department is located at 1425 Dowell Drive, approximately 9.6 miles southeast of the project site. Currently, the Department is comprised of 127 sworn officers.⁶⁹ Based on the City's 2014 population of 108,881 residents the police officer to resident ratio is approximately 1 police officer per 858 residents.

According to the 2005 City of Ventura General Plan EIR, 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 proposed project would add an estimated net increase of 350 residents to the City. The 2005 General Plan includes policies to improve community safety through enhanced police service. General Plan Action 7.15 specifically provides

⁶⁹ Ventura Police Department, Civic Engagement Specialist, Ashely Bautista, written communication July 6, 2015

for increased staffing as necessary to serve the community, in addition to increasing community participation and researching funding options for police services. 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 times to Class I calls (Crimes in progress or alarm soundings) average less than six minutes. Response times for all other calls average less than 20 minutes.

Construction of the proposed project would normally not require services from the Department, except in the cases of trespass, theft, and/or vandalism. During construction of the proposed project, the Department would require ample access to the project site for emergency vehicles including routine patrol vehicles. With adequate access the ability of officers to provide proactive policing and efficient crime suppression would not be diminished.

With the expected increase of 350 net residents on the project site, the number of calls for police services could increase; however, this increase is not considered substantial and is not expected to significantly increase the number of priority one calls or require the construction of new or expanded police facilities. Further, as is current practice, the proposed project would be subject to the review and approval by Department. The Department would review the proposed project site plan with respect to lighting, landscaping, building access, and visibility, street circulation, building design, and defensible space and would continue to do so for new projects. Incorporation of the Department's recommendations would reduce the potential for police protection impacts. Therefore, the proposed project would have a less than significant impact upon police services and no further analysis is required.

Schools:

- iii) Less than significant impact.** The proposed project would result in a net increase of 350 net residents on the project site. The project site is served by the Ventura Unified School District (District). This district contains 17 elementary schools, four middle schools, and three high schools, one continuation high school, and three alternative high schools. The District maintains a generation rate of 0.18 for condominiums⁷⁰ and 0.34 for multi-family units. Based on these generation numbers buildout of the proposed project would result in a net increase of approximately 42 school aged children.

A design capacity for each school has been established; however the District does offer a school of choice program that allows students to apply for enrollment in any of the

⁷⁰ The Ventura Unified School District condominium generation rate was used as proxy row houses and duplexes.

District's schools with available capacity.⁷¹ Thus, students would not be permitted to attend a school that is at or above capacity.

The project applicant would be required to pay school impact fees as directed by the District, prior to issuance of each building permit, which as provided by state law, would fully mitigate the impact of a future project. School fees would provide funding to ensure that adequate school capacity/construction would be available to serve the students generated by the proposed project. Pursuant to Section 65995 (3)(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, with the payment of appropriate fees, impact would be less than significant. No further analysis is necessary.

Parks:

- iv) **Less than significant impact.** The proposed project includes several recreational amenities for community residents and the public including: one community building, three community rooms, and more than ten public open space areas. Open space areas would be disbursed throughout the project site and would include a community garden, an edible landscape space, two children playgrounds, turf areas, an amphitheater, and patio areas. It is anticipated that residents would primarily use the open space amenities on site. However, residents could also use local parks within the City of Ventura.

The City of Ventura Parks, Recreation, and Community Partnership Department (Parks and Recreation Department) manages park facilities and provides recreation programs to City residents. Currently the Parks and Recreation Department manages 47 park and recreation facilities. The City's park system is comprised of 820 acres of parkland and facilities, including sailing, surfing, tennis, league sports, skateboard parks, playgrounds, and picnic areas.⁷² Several parks are located within 2 miles of the project site. West Park, located at 450 West Harrison Avenue, approximately one mile south of the project site is the closest park to the project site. Amenities offered at the park include, restrooms, skateboard facilities, softball fields, and picnic tables.

While some residents of the proposed project would likely use nearby West Park for recreational purposes, the proposed project would provide a variety of passive and active recreation areas for various age groups as described above. These amenities would reduce the need for residents to use West Park facilities.

⁷¹ Ventura Unified School District, Deputy Superintended Business Services, Joseph Richards, written communication July 8, 2015

⁷² City of Ventura Parks, Recreation and Community Partnership Development website

The City's has adopted a park acreage standard of 10 acres per 1,000 residents. According to Section 4.230.050 of the City's Municipal Code, the park dedication in-lieu fee is based on the number of new residential dwelling units and would be equivalent to the cost of replacing the City's existing park and recreational amenities.⁷³ Based on the City's adopted parkland standard, the City is not currently meeting the minimum parkland required by approximately 269 acres $(108,881/1,000)*10=1089$. As the proposed project would result in 350 net residents, the project applicant (would need to provide 3.5 acres of public parkland or pay the equivalent park dedication in-lieu fee as decided by the City at the time the proposed project is approved. With payment of fees, impacts to local and regional parks would be less than significant. No further analysis is necessary.

Other public facilities:

- v) **Less than significant impact.** The three public libraries located in the City are operated by the County of Ventura Public Library. All three libraries are located less than two miles southeast of the project site; Avenue Library is located 0.7 miles, E.P. Foster Library is locate 1.9 miles, and the Museum of Ventura County Research Library is located 1.4 miles southeast of the project site. Development of the proposed project would result in a increase in population (approximately 350 additional residents) on the project site.

Library services are funded primarily by property tax increments collected by the state, supplemented by City general fund revenues. As the proposed project would generally have a higher assessed property value than existing development, this would result in an increase in property tax revenues which could be used to fund the County library facilities. Therefore any impacts to other facilities such as libraries would be less than significant and no further analysis is required.

Impacts to other public facilities (e.g. sewer, storm drains, and roadways) are discussed in **Section XVI, Transportation/Traffic** and **Section XVII, Utilities and Service Systems** of this Initial Study.

⁷³ City of Ventura Municipal Code Section 4.230.050 Basis of Public Park Fee

XV. RECREATION. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

- a) **Less than significant impact.** Refer to **Section XIII, Public Services**, above. The increase in population combined with on-site recreational amenities would not be expected to substantially increase demand on local parks such that deterioration of facilities would occur. Therefore, impacts to existing neighborhood and regional parks would be less than significant. No further analysis is necessary.
- b) **Less than significant impact.** The proposed project includes several recreational amenities for community residents including: a 7,140 square foot community building with a community rooftop terrace (affixed to the 50-unit senior building), and three 1,216 square foot community use rooms. The community building and rooms would offer community programs to residents (e.g., healthy eating and active lifestyle classes, education, employment, and after school programs, and recreation activities). A permanent interpretive exhibit would be included as one of the features of the community building, highlighting the significance of the project site. A controlled access senior private courtyard area would be located directly south of the 50-unit senior building.

Two active turf areas and a half-court basketball area would be included as part of the proposed project as well as two passive turf areas. Street “N,” a new north/south roadway would be constructed in the central portion of the site, and would traverse the project site from Barnett Street to Vince Street. Street N would be a designated “living street” and designed to encourage pedestrian activity and community events. An outdoor amphitheater with sunken turf seating and an outdoor child’s learning area would be located along Street N, adjacent to the community building.

A community garden would be located along the western portion of the project site directly adjacent to multi-family unit buildings located along Riverside Street and feature raised beds for individual food production. An edible landscape place would be located in the center of the project site and would be educational and interpretative in nature. The edible landscape spaces will feature herbs and other plants used historically by native peoples and as well as a citrus and pit fruit orchard.

Two play spaces would include accessible facilities with separate age targeted play structures provided for two to five and five to twelve age groups. The tot lot (ages two to five) would be located at the northwestern corner of the project site, while the second playground (for use by older children) would be located adjacent to the community building. The play structures would include slides, swings and climbing elements will be set within an accessible play space that features adventure/discovery play opportunities tied to garden and food production as well as the exploration of natural processes. The exploratory play elements are expected to include child scale garden spaces, climbing boulders with sand play, natural balance beams, and steppers. The ground plane will be a mix of accessible wood fibers and poured in place safety surfacing.

The construction of these facilities and their associated impacts is discussed throughout this MND. Impacts would be less than significant and no further analysis is required.

XVI. TRANSPORTATION and TRAFFIC.		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

- a) **Less than significant impact.** A traffic study was prepared for the proposed project by Stantec Consulting Services, Inc. The traffic study is included as **Appendix XVI** of this Initial Study, and is summarized below. The proposed project's traffic impacts were

based on trip projections for 230 multi-family residences, 50 senior residences, and 40 townhomes.

The traffic study evaluated four scenarios: Existing Conditions (2014), Existing (2014) plus Project Conditions, Opening Year (2019) Conditions with and without project, and Long Range (2025) Conditions with and without project.

The following four intersections were analyzed to determine if the proposed project would result in a potentially significant traffic impact:

1. Olive Street/Vince Street
2. Olive Street/Flint Street
3. Olive Street/Warner Street
4. Olive Street/Barnett Street

Project Trip Generation

The number of trips generated by the proposed project was based upon the Institute of Transportation Engineers *Trip Generation Manual, 9th Edition* and the City of San Buenaventura Traffic Analysis Model (SBVTAM). SBVTAM is a subarea model derived from the Ventura Countywide Traffic Model (VCTM), which is maintained by the Ventura County Transportation Commission (VCTC). The SBVTAM uses the General Plan land use projections to forecast traffic volumes on the Citywide arterial street system.

Trip rates for apartments were utilized to calculate the existing trips on the project site. Trip rates for condominium/townhouse, apartments, and senior adult housing-attached were utilized to calculate the trip generation for the proposed project uses. See **Table 19, Project Trip Generation Summary**, below for a summary of trip generation factors and distribution. The proposed project would generate a total of 1,931 daily vehicle trips with 146 trips (25 inbound and 121 outbound) during the AM peak hour, and 177 (118 inbound and 59 outbound) trips during the PM peak hour. Compared to the existing trip generations buildout of the proposed project would result in an additional 738 daily vehicle trips with 55 trips (11 inbound and 44 outbound) during the AM peak hour, and 65 trips (42 inbound and 23 outbound) during the PM peak hour.

Table 19
Project Trip Generation Summary

Land Use	Number of Units	Units	Average Weekday Total	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Existing Use									
Apartments	180	du	1,193	14	77	91	76	36	112
		Total	1,193	14	77	91	76	36	112
Proposed Project									
Condominium/ Townhouse	40	du	234	3	15	18	14	7	21
Apartments	230	du	1,525	18	99	117	97	46	143
Senior Adult Housing - attached	50	du	172	4	7	11	7	6	13
		Total	1,931	25	121	146	118	59	177
		Net Change	738	11	44	55	42	23	65

du = dwelling unit

Source: Westview Village Traffic Study, prepared by Stantec Consulting Services, Inc., January 2015

Existing Conditions and Existing Plus Project Conditions

Existing peak hour turn movement counts at these four intersections were performed in September 2014, during the 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM peak periods. The existing levels of service (LOS) were calculated based on the Highway Capacity Manual (HCM) methodology. The no-project volumes were estimated by applying an ambient growth rate of 1.5 percent per year to the existing counts, and the project traffic increment was then added to these background volumes.

The HCM method LOS is dependent on the occurrence of gaps occurring in the traffic flow of the main street. The HCM method uses traffic volume and intersection configuration data, which in turn determines LOS. The LOS is determined based on the worst individual movement or movements sharing a single lane. Traffic flow ranges from excellent conditions at LOS A to overloaded conditions at LOS F.

Table 20, Existing Conditions and Existing Plus Project Intersection Level of Service (LOS) Summary, indicates the existing LOS at the four study intersections and Existing Plus Project Conditions. It should be noted that many agencies, including the City of Ventura, do not have established significant impact criteria for stop-controlled intersections. For this study, significant impacts for the stop-controlled study intersections were determined by conducting analysis under the HCM unsignalized methodology, and determining if project traffic would cause or worsen poor LOS values of E or F and also cause a justification for signalization under traffic signal warrants. The

four study intersections currently operate at LOS B or better and would continue to do so during operation of the proposed project. Thus, operation of the proposed project would result in a less than significant traffic impact. No further analysis is required.

Table 20
Existing Conditions and Existing Plus Project Intersection Level of Service (LOS) Summary

Study Intersection	Peak Hour	Existing Conditions (2014)		Existing Conditions Plus Project		Change in HCM	Sig Impact?
		Delay (seconds)	LOS	HCM	LOS		
1 Olive Street/Vince Street	AM	8.2	A	8.3	A	0.1	No
	PM	8.4	A	8.5	A	0.1	No
2 Olive Street/Flint Street	AM	10.9	B	11.2	B	0.3	No
	PM	11.1	B	11.5	B	0.4	No
3 Olive Street/Warner Street	AM	10.6	B	10.8	B	0.2	No
	PM	10.5	B	10.9	B	0.4	No
4 Olive Street/Barnett Street	AM	10.8	B	11.1	B	0.3	No
	PM	11.3	B	11.9	B	0.6	No

Source: Westview Village Traffic Study, prepared by Stantec Consulting Services, Inc., January 2015

Buildout (2019) With and Without Project

The buildout year (2019) analysis compares existing land uses on the project site to buildout of the project, which is expected to be completed and occupied by year 2019. **Table 21, Buildout (2019) No Project and Buildout (2019) Plus Project**, indicates the existing LOS at the four study intersection and Existing Plus Project Conditions. As shown in **Table 19** the four study intersections would continue to operate at LOS B or better upon buildout out with and without the proposed project. Therefore, buildout of the proposed project would result in a less than significant impact. No further analysis is necessary.

Table 21
Buildout (2019) No Project and Buildout (2019) Plus Project

Study Intersection	Peak Hour	Existing Conditions (2014)		No Project (2019)		Plus Project (2019)		Change in Delay (seconds)	Sig Impact?
		Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS		
1 Olive Street/Vince Street	AM	8.2	A	8.2	A	8.4	A	0.0	No
	PM	8.4	A	8.6	A	8.7	A	0.1	No
2 Olive Street/Flint Street	AM	10.9	B	11.2	B	11.4	B	0.2	No
	PM	11.1	B	11.4	B	11.8	B	0.4	No
3 Olive Street/Warner Street	AM	10.6	B	10.9	B	11.1	B	0.2	No
	PM	10.5	B	10.7	B	11.2	B	0.5	No
4 Olive Street/Barnett Street	AM	10.8	B	11.1	B	11.4	B	0.3	No
	PM	11.3	B	11.9	B	12.2	B	0.5	No

Source: Westview Village Traffic Study, prepared by Stantec Consulting Services, Inc., January 2015

Future (2025) With and Without Project

The SBVTAM Model was used to determine the Future (Year 2025) Without Project traffic conditions. For Future (Year 2025) Without Project traffic conditions, all four study intersections are projected to operate at acceptable LOS during the peak hours (See **Table 22**). The 2025 model forecasts include traffic from the existing residential units on the project site; therefore, the project incremental traffic was added to these volumes to produce the with-project conditions. For Future (Year 2025) With Project all four study intersections would operate at LOS B or better. Therefore, the proposed project would not result in a significant traffic impact. No further study is required.

Table 22
Future (2025) No Project and Future (2025) Plus Project

Study Intersection	Peak Hour	Existing Conditions (2014)		Future 2025 Without Project		Future 2025 With Project		Change in HCM	Sig Impact?
		Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS		
1 Olive Street/Vince Street	AM	8.2	A	8.4	A	8.4	A	0.0	No
	PM	8.4	A	8.6	A	8.7	B	0.1	No
2 Olive Street/Flint Street	AM	10.9	B	11.2	B	11.4	B	0.2	No
	PM	11.1	B	11.4	B	11.8	B	0.4	No
3 Olive Street/Warner Street	AM	10.6	B	10.9	B	11.1	B	0.2	No
	PM	10.5	B	10.7	B	11.2	B	0.5	No
4 Olive Street/Barnett Street	AM	10.8	B	11.1	B	11.4	B	0.3	No
	PM	11.3	B	11.7	B	12.2	B	0.5	No

Source: Westview Village Traffic Study, prepared by Stantec Consulting Services, Inc., January 2015

b) Less than significant impact. The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by VCTC. The intent of the legislation was to link transportation, land use, and air quality decisions by addressing the impact of local growth on the regional transportation system. State statute requires that a CMP be developed, adopted, and updated biennially for every county that includes an urbanized area, which shall include every city and county government within that county. Therefore, the City must comply with CMP requirements in developing a circulation plan for the County area.

The Ventura County CMP road network is comprised of the state highway system and principal arterials in Ventura County. State Route 33, directly adjacent to the project site, and US 101, 1.2 miles south of the project site, are designated as part of the County's CMP network.⁷⁴ According to the County's CMP the existing State Route 33 northbound and southbound travel lanes operate at LOS A during AM Peak Hours and LOS B during PM Peak Hours.⁷⁵ Although the US 101 northbound and southbound travel lanes operate at LOS C during the AM Peak Hours and LOS D during the PM Peak Hours as noted above, the proposed project would not result in LOS deficiencies at any of the four studied intersections.⁷⁶ Therefore, none of the project traffic volumes for the study area intersections meet the CMP criteria, thus CMP freeway and arterial

⁷⁴ Ventura County Transportation Commission, *Congestion Management Plan (CMP)*, (2009), Exhibit 8

⁷⁵ Ventura County Transportation Commission, *Congestion Management Plan (CMP)*, (2009), Exhibit 13a and 13b

⁷⁶ Ventura County Transportation Commission, *Congestion Management Plan (CMP)*, (2009), Exhibit 13a and 13b

intersection analyses are not required. No significant CMP impact is identified. No further analysis is needed.

- c) **No Impact.** The uses proposed by the project are not associated with a substantial increase in air traffic. The project is not located within an airport safety zone nor does the project propose any structure that would conflict with air traffic patterns. No impact would occur and no further analysis is needed.
- d) **Less than significant impact.** Construction of the proposed project would not result in the use of any type of incompatible uses and/or the construction of hazardous design features (e.g., sharp curves or dangerous intersections). The impact would be less than significant and no further study is required.
- e) **Less than significant impact.** Access to the project site would be provided via one of the local residential streets along Olive Street on the eastern portion of the project site. The proposed project includes the construction of "N" Street, a north and southbound local roadway, which would improve circulation throughout the project site. Dedicated parking would be provided behind each unit. The project is not anticipated to interfere with an emergency response plan or evacuation plan. The project would be developed in consultation with the Ventura City Public Works and Fire Departments and would comply with all applicable access standards during construction and operation. Therefore, the impact would be less than significant and no further study is required.
- f) **Less than significant impact.** The project site is located within an urbanized area that is served by two Gold Coast bus lines (bus routes 6 and 16). The project site is within walking distance to both routes that stop along Ventura Avenue. State Route 33, directly west of the project site and US 101, south of the project site, provide regional connectivity opportunities for residents. In addition, the site is within walking distance to a local market located at the corner of Ventura Avenue and Barnett Street. The nearest Amtrak station is located 1.7 miles southeast of the project site at Harbor Boulevard and Figueroa Street and an existing Class I Bicycle Path runs parallel to State Route 33 directly west of the project site.⁷⁷ Residents would be able to access the bicycle path via Harrison Avenue near West Park. In addition, the proposed project has been designed with potential connections to the Class I Bicycle Path if the industrial property to the west of the project site is redeveloped. Construction and implementation of the proposed project would not interfere with nearby bus facilities or other alternative transportation policies. The impact related to alternative transportation would be less than significant and no further study is required.

⁷⁷ A Class I bike path is separated from a vehicle roadway by distance or barriers.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) | Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Responses:

- a) **Less than significant impact.** Wastewater from the City of Ventura is treated at the Ventura Water Reclamation Facility (VWRF). The VWRF is responsible for disposal of the treated wastewater, while LARWQCB regulates the treatment of wastewater at the VWRF as well as the treated wastewater into receiving waters. The VWRF is responsible for adhering to the LARWQCB regulations as they apply to wastewater generated by the proposed project. The VWRF is designed to treat typical wastewater flows from various land uses in the City of Ventura, including typical wastewater effluent generated by the proposed project.

The VWRF is designed to treat up to 14 million gallons of wastewater per day (mgd), however many of the VWRF's treatment facilities are operating beyond their typical design life and thus, the facility's true operating capacity is 12.1 mgd.^{78 79} Currently the VWRF is operating at approximately 71 percent of its design capacity (8.6 mgd).⁸⁰

Buildout of the proposed project would result in an increase in the number of residential units on the project site. Wastewater ratios included in the Westside Community Planning Project Draft EIR were used to determine the existing and proposed wastewater demand. The return to sewer ratio methodology is based on land use categories and is a percentage of the projected water demand (i.e. 0.69 for residential and 0.80 for recreation). Wastewater generated from the existing housing units and

⁷⁸ Ventura Water Department, Electric Mechanic Lead Worker, Joseph Barajas, written communication June 24, 2015

⁷⁹ Ventura Local Agency Formation Commission, 2012 Municipal Service Reviews Nine Ventura County Cities

⁸⁰ Based on a 12.1 mgd design capacity

community building is estimated at approximately 48,121 gpd.⁸¹ The proposed project's residential uses and community building is projected to create 57,384 gpd of wastewater.⁸² Therefore, the new uses on the project site would result in an increase of 9,263 gpd of wastewater compared to existing conditions. This would represent an incremental increase (0.009 mgd) in the amount of wastewater to be treated at the VWRP.

Further, City Ordinance 2006-003 requires payment of fees based on development of residential units to fund necessary improvements. Municipal Code §22.215.030 identifies a sewer capacity deficiency rate of \$1,329 per dwelling unit for all residential development within the Ventura Avenue Corridor (including the project site). Municipal Code §22.215.040 specifies that for new residential construction, the deficiency fee is assessed and levied on new residential development initially connecting to the City sewer system and is equal to the product of the number of dwelling units being constructed and the sewer capacity deficiency rate for residential development.

Therefore, with a net increase of 140 units, the project applicant would be required to pay a sewer capacity deficiency rate of \$186,060. Municipal Code §22.215.030(c) specifies that if, on July 1 of any year, there is an increase in the cost of constructing and installing sewer mains and other sewer collection facilities during the preceding year, the sewer capacity deficiency rates will be increased in proportion to the increase in such costs. As such, the capacity rate could be increased from \$186,060 based on increased costs, at the discretion of the City's Utility Manager with the approval of the Director of Public Works. Wastewater generated during operation of the proposed project would not exceed the VWRP's design capacity or violate any wastewater regulations. Impacts would be less than significant and no further analysis is required.

b) Less than significant impact.

Wastewater

As previously discussed, the project site would be served by the existing VWRP with capacity to serve the proposed project. The increase in wastewater generation from the new uses on the project site is projected to be 0.009 mgd. While the City's Wastewater Master Plan did recognize existing deficiencies (e.g., intrusion of roots, and needed infrastructure improvements) within the sewer system, none of the identified deficiencies were within the project site.⁸³ The City's Wastewater System Master Plan does identify near term and future buildout deficiencies in addition to existing condition deficiencies. As such, the City has developed a methodology (i.e., fee) for assessing

81 Existing Conditions: Residential wastewater (0.69*66,600); Community Building wastewater (0.80*2,709)

82 Proposed Project: Residential wastewater (0.69*80,000); Community Building wastewater (0.80*2,730)

83 Westside Community Plan Project DEIR, Section 4.14.2 Wastewater

sewer deficiencies and upgrading the system as new development comes online. (Refer to Threshold a) above, for fee discussion).

Municipal Code Section 22.215.040(B) specifies the project applicant would not be responsible for initial sewer connection fees as the existing 180 housing units are connected to the sewer system. Sewer deficiency fees for the proposed project would be assessed based on the number of net new dwelling units (140 units). All private infrastructure improvements shall be funded entirely by the project applicant as well as the payment of applicable fees to the City of Ventura and/or other agencies due to capacity expansion fees. Therefore, all necessary sewer system infrastructure would be available to support the proposed project and impacts would be less than significant. No further analysis is necessary.

The VWRf currently operates at approximately 71 percent of capacity. In addition, wastewater lines in the vicinity of the project site have sufficient capacity to transport the wastewater generated by the proposed project. Therefore, because the wastewater treatment provider has adequate capacity to meet the anticipated project demand in addition to existing demand, no new wastewater treatment facilities or expansion of existing wastewater treatment facilities would be necessary. As discussed above under **Threshold a)**, the project applicant would be required to pay a sewer capacity deficiency rate of \$1,329 per dwelling unit. Therefore, following payment of the fees, impacts related to wastewater treatment would be less than significant and no further analysis is needed.

Water

The Westview Village project is located in the northwest area of the 210 Zone, which serves the west-southwest areas of the City's water distribution system. As discussed below under **Threshold d)**, the proposed project would not exceed the City's projected water supply. As discussed in the *Westview Village Water System Hydraulic Evaluation and Supply Requirements*, prepared by Michael Baker International, dated June 16, 2015 (included as **Appendix XIV** to this Initial Study), the proposed project would require upgrades to the local water delivery system, i.e., all pipelines serving the project site between the existing 8-inch pipeline just east of Highway 133 to the existing 12-inch pipeline in Olive Street must be upsized to a diameter of 8-inches. These infrastructure improvements shall be funded entirely by the project applicant. Further, the additional water supply demand for the project will require a nominal increase in operational and emergency reservoir storage equal to 88,044 gallons for 24-hour continuous pumping, or 171,979 gallons for 9-hour off-peak pumping. There is existing available storage in the 210 Zone that will meet this demand. Therefore, the proposed project would not require the construction or expansion of water treatment facilities and impacts would be less than significant. No further study is needed.

- c) **Less than significant impact.** Following project buildout, approximately 48 percent of the project site would be covered with impervious surfaces compared to 52 percent covered with permeable surfaces. The project would be designed with drainage systems, including gutters, and would include bioswales and permeable paving as stormwater would be used to irrigate landscaping on the project site. Storm water drainage plans would be submitted to the City of Ventura Public Works for review and approval prior to development of any drainage improvements. These plans must meet all requirements for the City's municipal separate stormwater sewer system permit, so that no impact to water quality at downstream facilities would occur. In addition, the project would comply with all applicable water quality standards and waste discharge requirements. Consequently, construction or expansion of new or existing stormwater drainage facilities is not anticipated, and the impact of the proposed project on storm water drainage facilities would be less than significant. No further analysis is required.
- d) **Less than significant impact.** A significant impact would occur if sufficient domestic and/or fire protection water supply were not available to serve the proposed project's current and long-term needs and new water facilities and/or expansion of existing water facilities is needed. Water is currently supplied to the project area by the Casitas Municipal Water District (CMWD). CMWD would continue to provide water to the project site following operation of the proposed project. Currently the CMWD serves approximately 60,000 to 70,000 people, as well as hundreds of farms.⁸⁴

The California Urban Water Management Planning Act (California Water Code Division 6, Part 2.6, Sections 10610–10656) requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP). In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. An UWMP must be developed every five years to identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years. The UWMP develops projections of demand based on population estimates provided by the areas served. Due to minimal population growth and past local rainfall conditions, water demand within the CMWD service area had remained relatively constant prior to the continuing 5-year statewide drought.

The 2010 UWMP, amended in 2011, estimated the total water available for City use to be 22,000 AFY (based on CMWD demands declining from 6,000 to 5,000 AFY). The 2010 UWMP estimated a 6.5 percent annual water loss (due to leaks in the infrastructure and evaporation); therefore, the total water available for City use in 2015 is estimated to be approximately 19,700 AFY. Based on a detailed analysis of the City's water supply and demand, the City's 2015 Comprehensive Water Resources Report (2015 CWRR), adopted in May 2015, concluded that the projected 2015 drought water supply numbers are less

⁸⁴ Casitas Municipal Water District Website, July 7, 2015

than the projected water demand numbers. The City's existing water use is currently 16,995 AFY.

As part of the City's 2011 Water Management Plan (WMP), RBF Consulting prepared a calibrated hydraulic model for the City's domestic water distribution system. The existing water demands were allocated to the model based on the water consumption data for the calendar years 2004 and 2005. The existing residential units located on the project site were present during the preparation of the 2011 WMP. However, for the purpose of this analysis, it was conservatively assumed that any new water demand introduced as part of the proposed project would be a direct addition to the City's existing water demands; no credit is taken for the existing demand on the project site.

The demand estimates for the proposed project were calculated using the water demand factors from the 2014 CWRR, which was certified by City Council on May 5, 2014. Water demand factors allow for the estimation of water demands for new developments based on the land use type and area, number of dwelling units (DU), and building square footage. Water demand factors also account for water loss and are generally considered to be conservative.⁸⁵

The 320 residential units were classified in the "Residential (9-20 du/ac)" land use category, with a water demand factor of 250 gallons per day per dwelling unit (gpd/DU). Multiplying the water demand factor by the total number of dwelling units results in a total residential average day demand of 55.56 gpm, or 89.62 acre-feet per year (AFY). In addition, the recreation and landscaped areas water consumption is projected to be 14.20 AFY, for a total of 103.82 AFY.⁸⁶ This figure is a conservative estimate, as the project applicant intends to apply for LEED Neighborhood Development (ND) certification. Under this designation, the proposed project would be required to reduce indoor water usage by an average of 20 percent from the LEED baseline. All toilets, faucets, and showerheads would be required to be WaterSense labeled.⁸⁷ In addition, the proposed project will be required to incorporate water efficient landscaping and stormwater management strategies such as bioswales, drought tolerant landscaping, and the potential use of greywater for irrigation purposes. Implementation of these conservation measure could reduce the proposed project's water demand by approximately 20.76 AFY for a project water demand of approximately 83.06 AFY at full buildout.

According to the 2014 CWRR, total projected Citywide demand, including demand from development applications for which permits have been granted, is estimated at

⁸⁵ *Westview Village Water System Hydraulic Evaluation and Supply Requirements*, prepared by Michael Baker International, dated June 16, 2015.

⁸⁶ All water demand factors are included in the *Westview Village Water System Hydraulic Evaluation and Supply Requirements* in **Appendix XIV**.

⁸⁷ LEED ND v4 Neighborhood Development Addenda

approximately 17,660 AFY in 2015, and 18,428 AFY in 2020. It is assumed the project would be built out between 2015 to 2020. Therefore, the total water demand for the City at buildout of the proposed project would be 18,531.82 AFY (18,428 AFY + 103.82 AFY). This is within the City's conservative estimate of 2015 water supply which is projected to range from 19,560 to 20,960 AFY and the City's 2020 water supply of 19,767 to 23,667 AFY. Therefore, the proposed project would not cause the City's water demand to exceed the projected supply and groundwater supplies would not be depleted under these estimates. Thus impacts would be less than significant and no further analysis is required.

Further, in response to the ongoing severe drought, the State Water Resources Control Board approved an emergency regulation to ensure water agencies, their customers and state residents increase water conservation in urban settings or face possible fines or other enforcement. All water suppliers must report their monthly water usage and impose restrictions on outdoor irrigation. In September of 2014, the City Council declared a Stage 3 Water Shortage Emergency and adopted outdoor watering restrictions to achieve a 20 percent water use reduction goal as required by the State Water Resources Control Board. As of June 2015, the City has reduced its overall water usage by approximately 40 percent. The proposed project would be required to meet the restrictions and regulations applicable to the Stage 3 water shortage event as set forth in the City's Water Supply Contingency Plan.⁸⁸

The City's Water Supply Contingency Plan specifies the Six Water Shortage Stages Triggers and Demand Reduction Goals for the delivery of water Citywide. Depending on the time that building permits are issued additional measures may be necessary to comply with the demand reduction goals of the current stage.

If prior to the issuance of building permits the City declares a Stage 4 Water Shortage Event or any higher Water Shortage Event per the City's adopted Water Shortage Contingency Plan, the project applicant shall implement further conservation measures, as determined and directed by the City, in order to continue with the entitlement process.

- e) **Less than significant impact.** The VWRP has the capacity to provide treatment for 12.1 mgd of wastewater. The proposed project is expected to result in an increase of 9,263 gpd (0.009 mgd) of wastewater compared to existing conditions. As described in **Threshold b** above, the VWRP would have sufficient capacity to serve the project. Therefore, impacts would be less than significant, and no further analysis is necessary.

⁸⁸ City of Ventura, *Water Shortage Event Contingency Plan*, March 2015, website: <http://www.cityofventura.net/files/file/Final%20Water%20Shortage%20Event%20Contingency%20Plan.pdf>. November 12, 2015.

f, g) **Less than significant impact.** Solid waste disposal is an issue of regional and statewide significance, especially as landfills are reaching their capacities. Recycling and reusing waste materials provides substantial environmental benefits such as reducing energy use, conserving water, and reducing pollution. In 1989, the State of California passed the California Integrated Waste Management Act (CIWMA) in response to reduced landfill capacity. This legislation (generally known by the name of the enacting bill AB 939) required cities and counties to reduce the amount of solid wastes entering existing landfills, through recycling, reuse and waste prevention efforts. AB 939 required every city and county in the state to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan that identified how each jurisdiction would meet the mandatory state waste diversion goals of 25 percent by the year 1995 and 50 percent by the year 2000. On June 30, 2008, the state assembly amended Senate Bill 1252 to include further waste diversion goals of 60 percent by the year 2015 and 75 percent by the year 2025.⁸⁹ The purpose of AB 939 was to “reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.” The City of Ventura is currently diverting 74 percent of waste generated within the City from landfills.⁹⁰

During construction and operation of the proposed project, the project applicant would comply with all applicable City, County, and state solid waste diversion, reduction, and recycling mandates, including compliance with the County’s Integrated Waste Management Plan Countywide Sitting Element, and Section 6.500.130 Solid Waste Collection and Disposal of the City’s Municipal Code. Compliance with these regulations and mandates would assist in reducing the amount of waste deposited in local landfills.

Solid waste service in the City of Ventura is provided by E.J. Harrison and Sons. After collection, residents’ waste and recyclables are transported to the Gold Coast Recycling and Transfer Station. Solid waste items are transferred to the Toland Road Landfill in the City Santa Paula and recyclable items are taken to the Gold Coast Materials Recovery Facility located in the City of Ventura.

Construction of the proposed project would generate construction and demolition debris. Waste materials generated during construction are expected to be typical construction debris, including concrete, stucco, asphalt, rocks, building materials, wood, paper, glass, plastic, metals, cardboard, and other inert wastes (i.e., wastes that are not likely to produce leachates of environmental concern), as well as green wastes. The City of Ventura has adopted the California Green Building Code Standards (California Code of Regulations, Title 24, Part II) (CalGreen), and Section 5.408 requires all new construction projects to file and implement a construction and demolition Waste

⁸⁹ CWIMB, *Senate Bill 1252 Amendment*, June 30, 2008

⁹⁰ City of Ventura Public Works Department website, Residential Trash and Recycling Services, <http://www.cityofventura.net/pw/es/resrecycling>, <http://www.cityofventura.net/pw/es/resrecycling>, accessed June 2015

Management Plan (WMP). The City's Environmental Sustainability Division works in conjunction with the Building and Safety Division to review and assist applicants with WMP plans. The WMP must be submitted and approved as a part of the plan-check process before a building permit can be issued. Implementation of the WMP must result in diversion of at least 50 percent of the waste generated during construction. Thus, much of this debris would be recycled and salvaged to the greatest extent possible. Waste generated during demolition and construction that is not recycled would result in an incremental and intermittent increase in solid waste disposal at landfills and other waste disposal facilities generally within Ventura County. Given the sufficiency of available capacity, demolition and construction debris impacts to solid waste facilities would be less than significant. No further analysis is necessary.

Based on a multi-family generation rate of 5.31 pounds per dwelling unit per day, and a public/institutional generation rate⁹¹ of 0.007 pounds per square foot per day the proposed project would generate a net new increase of 745 pounds per day or approximately 136 tons per year of refuse.⁹² This quantity represents a worst-case scenario, with no recycling activities in place. Currently the City diverts approximately 60 percent of its solid waste by implementing source reduction programs such as recycling. Assuming the proposed project would also divert 60 percent of its solid waste, the proposed project would generate 54 tons of solid waste per year or 298 pounds per day.

As stated above, the City has contracted with E.J. Harrison and Sons to provide waste disposal services. Residents are responsible for disposing of refuse and recyclables in their proper barrels to ensure the City continues to meet at least the minimum recycle level established by Ventura County in accordance with AB 939. Meeting the City's current recycling levels of 60 percent would result in the proposed project sending approximately 0.15 tons per day. Solid waste generated during operation of the proposed project would be disposed of at the Toland Road Landfill and Simi Valley Landfill. While the Simi Valley Landfill is project to close by 2022, the Toland Landfill would continue to accept 100 tons of solid waste per day. The projected 0.15 ton increase generated from the proposed project would remain well within the currently available capacity.

The 2005 General Plan EIR identified a Class I impact for solid waste generation. The 2005 General Plan EIR found that projected growth would increase solid waste sent to landfills by an estimated 84 tons per day by 2025, which was within the currently available daily capacity at Toland Road Landfill. However, the 2005 General Plan EIR concluded that area landfills are projected to close in the 2022-2027 timeframe; therefore, regional waste generation increases could exceed the daily capacity of area landfills.

⁹¹ The public/institutional generation rate was used as a proxy for the community building/rooms.

⁹² Existing uses solid waste generation: $(5.31 \times 180 = 955.8)$; $(10,582 \times 0.007 = 74)$. Proposed project solid waste generation: $(5.31 \times 320 = 1,699)$; $(0.007 \times 7,140 = 50)$; $(0.007 \times 3,648 = 26)$.

Assuming that the City would continue to generate about 25 percent of the waste sent to the landfill, the City could send about another 25 tons on a daily basis without exceeding the landfill capacity. The proposed project's 0.15 ton estimate increase in solid waste would remain well within the currently available capacity of area landfills, as discussed above. This increase in demand represents an incremental increase in the amount of solid waste generated within the region and an incremental contribution to the Class I impact identified under the 2005 General Plan EIR. This contribution would not be cumulatively considerable. Therefore, landfill capacity and solid waste disposal impacts and impacts related to regulatory compliance would be less than significant. No further analysis is necessary.⁹³

⁹³ California Integrated Waste Management Board, Facility Site/Summary Details, Toland Road Landfill, <http://www.calrecycle.ca.gov/SWFacilities/Directory/56-AA-0005/Detail/>, accessed June 2015

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Responses:

- a) **Less than significant with mitigation incorporated.** Based on the preceding discussion, the proposed project would neither degrade the quality of the environment nor affect any endangered fauna or flora. Because of the developed nature of the project site and the surrounding area, the project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare or endangered plant or animal. Potential impacts related to archaeological and paleontological resources would be reduced to less than significant levels with implementation of the required mitigation measures, and there would be no impacts related to potential historic resources. No further analysis is needed.
- b) **Less than significant with mitigation incorporated.** As indicated in the above analysis, project implementation would not result in significant environmental impacts with the incorporation of mitigation measures. No potential for the project to achieve short-term, to the disadvantage of long-term, environmental goals has been identified. No further analysis is needed.
- c) **Less than significant with mitigation incorporated.** Based on the preceding discussion, with implementation of the required mitigation measures, the proposed project would not result in any unmitigated significant adverse impacts and/or cumulatively considerable impacts. Although the proposed project would result in a net resident growth of 350 residents, the proposed project would not require additional infrastructure beyond that necessary to connect to existing utility networks to serve the project. No further analysis is needed.
- d) **Less than significant with mitigation incorporated.** As discussed in the above analyses for the project, with implementation of the required mitigation measures, the proposed project would not result in any unmitigated significant adverse impacts. Thus, the project would not have the potential to result in substantial adverse effect on human beings. No further analysis is needed.

LISTS OF REFERENCES

Primary sources referenced in the preparation of this Initial Study:

- *2014 Water System Hydraulic Evaluation and Supply Discussion*, prepared by RBF Consulting,
- *City of Ventura General Plan Final EIR*, prepared by Rincon Consultants, Inc.
- *Westview Village Conceptual Design Package*, prepared by RNT Architects
- *Westview Historic Resources Report Westview Public Housing Project*, prepared by San Buenaventura Research Associates.
- *Proposed Westview Village Geologic/Seismic Hazard Evaluation*, prepared by Geocon West Inc.
- *Westview Village Phase I Environmental Site Assessment*, prepared by SESPE Consulting, Inc.
- *Westview Village Development (Tentative Tract Map 5883) Noise Impact Study*, prepared by MD Acoustics
- *Westview Village Water System Hydraulic Evaluation and Supply Requirements*, prepared by Michael Baker International.
- *Westview Village Traffic Study*, prepared by Stantec Consulting Services, Inc.
-