City of Ventura

WESTSIDE COMMUNITY Planning Project Draft EIR

Volume I

Prepared for:

City of Ventura
501 Poli Street
Ventura, California 93001

Prepared by:

IMPACT SCIENCES, INC.
803 Camarillo Springs Road, Suite A
Camarillo, California 93012

December 2011

Ventura Westside Community Planning Project

Draft Environmental Impact Report

Volume I

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1.0 EXECUTIVE SUMMARY

1.0.1 INTRODUCTION

The purpose of the executive summary is to provide a clear and simple description of the project and its potential environmental impacts. Section 15123 of the State California Environmental Quality Act (CEQA) Guidelines[1] *requires the executive summary to identify each significant effect with proposed mitigation measure(s) and alternatives that would minimize or avoid that effect. The summary is also required to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.*

1.0.2 PROJECT LOCATION AND SETTING

The City of Ventura is proposing the Westside Community Planning Project to implement the City's General Plan at the neighborhood level by adopting the Westside Community Plan and the Westside Development Code. The Westside Community Planning Project also includes a proposal to establish the Westside Redevelopment Project Area to assist the City in its efforts to revitalize the Westside Community.

The Westside Community Planning Project area is located on the western edge of the City of Ventura, approximately 26 miles south of the City of Santa Barbara. State Route 33 connects the Westside area to unincorporated Ventura County and Ojai to the north; Highway 101 connects the greater Ventura City area to Los Angeles to the south and Santa Barbara County to the north.

The total Westside Community Planning Project area is approximately 1,094 acres, including streets and public rights-of-way. The Westside Community Plan area contains approximately 924 acres. The Westside Community Plan area is generally bounded by the steep hillsides to the east, Highway 33 to the west, Park Row Avenue to the south, and Ottowa Street to the north. The Westside Community Plan area is bordered on the north by the City's North Avenue District, part of the City's sphere of influence (SOI), as identified in the 2005 General Plan, and on the south by Downtown Ventura and the Downtown Specific Plan Area.

The proposed Redevelopment Area contains approximately 685 acres. It is mostly located within the Westside Community Plan area, but extends south of the Westside Community Plan area to include approximately 36 acres in the City's Downtown Specific Plan Area not included in the City's existing redevelopment project area.

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1 California Environmental Quality Act, *CEQA Guidelines*, Section 15123.

1.0.3 ALTERNATIVES TO THE PROJECT

CEQA requires that an environmental impact report (EIR) describe a range of reasonable alternatives to a proposed project that could feasibly avoid or lessen any significant environmental impacts, while attaining the basic objectives of the project. Comparative analysis of the impacts of these alternatives is required. The alternatives to the proposed project addressed in this EIR are:

- Alternative 1: No Project - Existing General Plan and Zoning
- Alternative 2: Corridor/Key Sites
- Alternative 3: Reduced Neighborhood Coding

The *State CEQA Guidelines* require that an environmentally superior alternative be identified from the alternatives considered in an EIR. Of the alternatives evaluated in this EIR, Alternative 2, Corridor/Key Sites is considered to be environmentally superior when compared with the other alternatives. This alternative is superior in that it would apply the new Westside Community land use designations and the more refined zoning in the Westside Development Code to the entire Westside Community, as compared to the No Project and Reduced Neighborhood Coding Alternatives. The amount of additional development in the residential neighborhoods would be lower with this alternative. This lower intensity of development would result in a reduction in some impacts that would result from new development. The Corridor/Key Sites alternative would, however, not meet the basic project objectives as fully as the proposed project in that the goals of the General Plan to reduce development pressure on under developed and vacant land by allowing an increase in the intensity of development in appropriate locations within the City would not be as fully realized.

1.0.4 AREAS OF KNOWN CONTROVERSY

The *State CEQA Guidelines* require a Draft EIR to identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Comments were received from public agencies and interested parties in response to the circulated NOP and at the public scoping meeting held on August 18, 2011. The scoping process initiated by the City did not identify any major areas of public controversy. Comments received in response to the published Notice of Preparation identified environmental topics that local and regional agencies and City residents recommended for analysis in the Draft EIR.

These topics included: Aesthetics (building heights); Air Quality; Biological Resources; Cultural (Historic) Resources; Geology and Soils (landslides; flooding); Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning (compatibility of existing and proposed

uses); Noise; Population; Housing; and Employment; Service Systems (Police Protection, Fire Protection, Public Schools, Parks and Recreation, Libraries, Solid Waste); Transportation and Circulation; and Utilities and Service Systems (Water, Wastewater, Energy Conservation). All of these areas of public concern are addressed in this Draft EIR.

1.0.5 ISSUES TO BE RESOLVED

The *State CEQA Guidelines* require an EIR to present issues to be resolved by the lead agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the City of Ventura, as the Lead Agency for the project include the following:

- whether the recommended mitigation measures should be adopted or modified;
- whether additional mitigation measures need to be applied to the project; and
- whether the project or an alternative should be approved.

1.0.6 SUMMARY OF PROJECT IMPACTS

A summary of the environmental impacts associated with implementation of the proposed Westside Community Planning Project, mitigation measures included to avoid or lessen the severity of potentially significant impacts, and residual impacts, is provided in **Table 1.0-1, Summary of Project Impacts, Mitigation Measures, and Residual Impacts**, below.

Table 1.0-1
Summary of Project Impacts, Mitigation Measures, and Residual Impacts

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Aesthetics		
Scenic vistas - The Ventura River is located west of the planning area beyond State Route 33, and cannot be seen from most locations within the planning area. The primary aesthetic value of the planning area is its pedestrian scale. Views of hillsides and ridgelines are available to the east from most locations within the planning area. The Westside Community Plan Development Code would allow for the development of structures from one to five stories in height (with the public open space incentive, with the majority of development one to two stories in height. Structures more than two stories in height would be permitted in the T4.11 Urban General 11 and T5.5 Urban Center Zones. Buildings up to 56 feet in height would be allowed in the Special Industrial District Zone. The most intensive urban development would be permitted along the Westside area's existing commercial core along Ventura Avenue, and in the western portion of the planning area, consistent with the existing industrial development characteristic of this area. The Westside Community Plan would provide a form based code emphasizing pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation. The distance from State Route 33 to new buildings would allow unobstructed views of hillsides and ridgelines. The majority of hillside views, especially those down streets that intersect Ventura Avenue, would remain. The majority of existing open space within the planning area would be preserved under the Parks and Open Space District. Impacts related to scenic vistas would be less than significant.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Aesthetics (continued)		
Scenic resources - The nearest state-designated scenic highway is State Route 33 north of Route 150, approximately 13 miles north of the planning area. State Route 33 is eligible for listing as a state scenic highway. The Westside Community Plan Development Code provides policies that would ensure historic resources are identified and protected within the planning area. Impacts related to scenic vistas would be less than significant.	None necessary	Class III, Not Significant
Visual character - The Westside Development Code provides standards for future development under the proposed new land uses of the Regulating Plan. The development code provides five basic transect zones. For each zone, the development code provides standards for frontage, building types, streetscapes, mixed development, signage, and parks and open space. The design standards provided in these sections of the development code address items not usually considered in traditional zoning codes, and provide guidelines for future development that are both more flexible in terms of types of uses and structures and more detailed and prescriptive in terms of the design requirements for future development. Compliance with goals and policies provided in the Westside Community Plan, General Plan, and Downtown Specific Plan, as applicable, would ensure that impacts related to the visual character of the planning area and its surroundings would be less than significant.	None necessary	Class III, Not Significant
Light or glare - The increased development intensity forecast to occur under the Westside Community Planning Project would incrementally increase the amount of light and glare within the planning area. Sources of increased light would include streetlights, vehicular traffic, and lighting on commercial and residential structures. Increased glare is generally caused by the use of reflective building materials and window glass. The Westside Development Code provides development standards for commercial signage that would limit the increase in light as a result of commercial development. Adherence to goals, policies, and development standards of the Westside Community Plan, General Plan, and the Downtown Specific Plan, as applicable, would ensure that impacts related to light and glare would be less than significant.	None necessary	Class III, Not Significant Class IV, No Impact or Beneficial

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Air Quality(continued)		
Conflict with or obstruct implementation of the applicable air quality plan—Development of the land uses allowed in the Westside Community Planning Project area by 2025 would result in an estimated Citywide population of 127,233 residents and 70,246 employees under existing plus project conditions. The population and employment levels would be slightly higher than the Southern California Association of Governments (SCAG) 2008 RTP population projection of 127,032 residents and slightly lower than the SCAG projection of 80,017 jobs for the City of Ventura in 2025. Therefore, project-generated emissions have been accommodated in the Ventura County Air Pollution Control District (VCAPCD) Air Quality Management Plan (AQMP) emissions forecasts, and the proposed project would not jeopardize attainment of air quality standards in Ventura County. Therefore, development of the land uses proposed in the Westside Community Planning Project area is consistent with the AQMP. The Westside Community Plan implements goals, policies, and actions designed to partially alleviate increases in traffic and energy consumption, and associated increases in air pollutant emissions. Numerous actions are provided in the proposed Westside Community Plan to reduce traffic-related air pollutant emissions associated with implementation of the proposed project. The 2005 General Plan also includes numerous actions aimed at the reducing traffic-related air pollutant emissions. Adherence to actions of the Westside Community Plan and General Plan would ensure that impacts related to consistency with applicable plans would be less than significant.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Air Quality(continued)		
Violate any air quality standard or contribute substantially to an existing or projected air quality violation—Long-term operational emissions would exceed the VCAPCD 25 pounds per day thresholds of significance for reactive organic compounds (ROC) and nitrogen oxides (NOx). The VCAPCD has not adopted thresholds of significance for construction emissions because of their temporary nature; however, implementation of standard emission and dust control techniques would be required on all future development per the 2005 General Plan, Action 7.23. Mitigation measure **MM-AQ-1** would reduce operational emissions to less than significant levels. Furthermore, mitigation measures **MM-AQ-2** and **MM-AQ-3** would reduce construction-related emissions and associated impacts. With the implementation of the proposed mitigation measures and the required contribution to the Transportation Demand Management (TDM) fund, project operational air quality impacts would be considered reduced to a less than significant cumulative impact, in accordance with the *Ventura County Air Quality Assessment Guidelines*. Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.	The following mitigation measures would be implemented for all subsequent development projects within the Westside Community Planning Project area: **MM-AQ-1** The VCAPCD *Ventura County Air Pollution Control District Air Quality Assessment Guidelines* recommends that all development projects with significant air quality impacts fully mitigate excess emissions through funding measures for at least three years. The VCAPCD guidelines provide an updated cost of $7.05 for ROG and $10.27 for NOx (January 2011 Consumer Price Index (CPI) at 228.652), for every pound in excess of VCAPCD thresholds. Westside Community Planning Project area developers shall contribute to a Transportation Demand Management (TDM) fund to be used to develop regional programs to offset air pollutant emissions. The total amount that would be contributed to the TDM fund is $657,655. Payment of fees shall occur prior to issuance of building permits. The amount provided by residential development would be about 68.7% of this total (based on the estimated residential portion of VMT), or $451,809. The amount provided by commercial development would be 26% of the total, or $205,846. Applicants for residential developments that would generate a net increase in units would pay $319.30 per unit (assuming 1,415 residential units). Applicants for commercial and industrial development that would generate a net increase in building area would pay $603.49 per 1000 square foot (assuming a total of 341,091 square feet). These fee estimates include an adjustment for inflation, but may be further adjusted by the City over time if development totals or emission factors change.	Class II, Significant but Mitigable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Air Quality(continued)		
	The TDM funds shall be used to finance City programs to reduce regional air pollutant emissions. Specific mitigation measures that could be undertaken using the TDM fund include, but are not limited to, enhanced public transit service, vanpool programs/subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities. **MM-AQ-2** The following control measures provided in the VCAPCD Ventura County Air Quality Assessment Guidelines to minimize the generation of fugitive dust (PM10 and PM2.5), ROC, and NOX during construction activities shall be implemented during construction of developments in the Westside Community Planning Project area: • The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust. • Pre-grading/excavation activities shall include watering the areas to be graded or excavated before grading or excavation operations commences. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities. • Fugitive dust produced during grading excavation and construction activities shall be controlled by the following activities: (a) All trucks shall be required to cover their loads as required by California Vehicles Code Section 23114. (b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization material, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Air Quality(continued)		
	• Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants to prevent excessive fugitive dust. • Signs limiting traffic to 15 miles per hour or less shall be posted on site. • During periods of winds 25 miles per hour or greater (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties) or at the direction of the City, all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off site or on site. The site superintendent/supervisor shall use discretion in conjunction with the VCAPCD in determining when winds are excessive. • Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day if visible soil material is carried over to adjacent streets and roads. • Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Air Quality(continued)		
	MM-AQ-3 During construction contractors shall comply with the following measures, as feasible, to reduce NOX and ROC from heavy equipment as recommended by the VCAPCD in its Ventura County Air Quality Assessment Guidelines: • Minimize equipment idling time. • Maintain equipment engines in good condition and in proper tune as per manufacturer's specifications. • Lengthen the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time. • Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.	
Cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment—The project would be consistent with the population projections used in the 2007 AQMP. However, long-term operational emissions from development of the allowed land uses permitted in the Westside Community Planning Project area would exceed 25 pounds per day of ROC and NO_X. Because the Basin is in nonattainment for the state and federal ozone standards, a project that creates individually significant air quality impacts would also contribute to cumulatively significant air impacts. Therefore, the project would have cumulatively significant impacts with respect to ROC and NO_X emissions. Mitigation measure **MM-AQ-1** would reduce operational emissions to less than significant levels. Furthermore, mitigation measures **MM-AQ-2** and **MM-AQ-3** would reduce construction-related emissions and associated impacts. As result, the project would be mitigated to less than significant levels.	Refer to mitigation measures **MM-AQ-1**, **MM-AQ-2**, and **MM-AQ-3**.	Class II, Significant but Mitigable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Air Quality(continued)		
Expose sensitive receptors to substantial pollutant concentrations— According to the traffic impact analysis for the project, none of the studied intersections would operate at or below Level of Service (LOS) E or F. All of the studied intersections would perform at LOS C and above for existing plus project traffic conditions. Therefore, according to the VCAPCD guidelines, a CO hotspot screening analysis is not required and impacts would not be significant. The Westside Development Code allows certain types of industrial uses, such as recycling processing and collection facilities and manufacturing. Although no such uses are being proposed at this time, these types of land uses may be potential sources of toxic air contaminants. As the potential for the development of these types of sources exists in the Westside Community Planning Project area, the impact is considered to be potentially significant. The 2005 General Plan implements Actions 7.20, 7.21, 7.24, and 7.25, which require projects to ensure that point sources are located a safe distance from sensitive receptors, ensure that mixed-use projects do not pose significant health risks, require that approval of projects be granted only when it is demonstrated that health risks are less than significant, and requires feasible mitigation measures for significant impacts. Mitigation measure **MM-AQ-4** is consistent with these General Plan Action items and would reduce potentially significant impacts to less than significant levels. Some health problems, particularly those of the eye and respiratory tract may be aggravated by fugitive dust. Such health problems include Coccidioidomycosis (also known by its common name, Valley Fever). Valley fever is contracted through breathing spores that become airborne through disturbance of the soil. Ventura County is not recognized as an area where Coccidioidomycosis is highly endemic. Nonetheless, upon review of the factors that could potentially result in Valley Fever impacts, development that may occur in the Westside Community Planning Project area may result in the disturbance of the top soil of undeveloped land that could contain the Valley Fever fungus. Consequently, the project is conservatively assumed to have a potentially significant impact with respect to Valley Fever. Mitigation measures **MM-AQ-5** pertaining to Valley Fever and **MM-AQ-2** pertaining to construction-related fugitive dust emissions would reduce this potentially significant impact to a less than significant level.	**MM-AQ-4** Westside Community Planning Project area developers shall be required to conduct a screening and/or refined health risk assessment for projects that are not consistent with the CARB siting recommendations for new sensitive land uses. Projects that would result in health impacts are required to implement mitigation measures. Appropriate measures may include, but are not limited to, the following: • Site design changes; • Increased separation/buffer distances; • High efficiency particulate air (HEPA) filters, electrostatic air filters, or other equivalent air filters; • Relocation of air intake vents away from sources of TACs; • Add-on pollution control equipment, such as oxidation catalysts, filters and/or scrubbers; • Idling limitations for diesel-fueled trucks and/or equipment; • Alternative-fueled trucks and/or equipment (electrification, bio-diesel, compressed or liquefied natural gas, etc.). **MM-AQ-5** During heavy grading, construction contractors shall comply with the following measures, as feasible to reduce potential Valley Fever impacts: • Restrict employment for grading activities to persons with positive coccidioidin skin tests (since those with positive tests can be considered immune to reinfection); • Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune; • Require crews to use respirators during project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health regulations; • Require that the cabs of grading and construction equipment be air-conditioned or enclosed with sufficient ventilation and particulate matter filtration systems; • Require crews to work upwind from excavation sites where possible;	Class II, Significant but Mitigable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Air Quality(continued)		
	• Where acceptable to the fire department, control weed growth by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering; • During rough grading and construction, the access way into the project site from adjoining paved roadways should be paved or treated with environmentally safe dust control agents. Also, refer to mitigation measure **MM-AQ-2**, which would reduce the project's construction-related fugitive dust emissions.	
Create objectionable odors or locate a project in a location that would cause objectionable odors to affect a substantial number of people—According to the Westside Development Code, industrial land uses that may emit objectionable odor and that may be allowed in the Westside Community Planning Project area include recycling processing and collection facilities and manufacturing. As the potential for odors exists, the impact is considered to be potentially significant. Implementation of mitigation measure **MM-AQ-6** would reduce this potentially significant impact to a less than significant level.	**MM-AQ-6** Westside Community Planning Project area developers shall be required to conduct an odors assessment for projects that may result in odorous emissions or odor impacts to sensitive receptors. Projects that would result in odorous emissions or odor impacts are required to implement mitigation measures. Appropriate measures may include, but are not limited to, the following: • Site design changes; • Process changes; • Enclosures for odor-generating activities; • Use of odor control technologies, such as filters and/or scrubbers; • Implementation of an odor abatement plan.	Class II, Significant but Mitigable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Biological Resources		
Special-status species—Twenty-seven sensitive plant and animal taxa may potentially utilize habitats within or adjacent to the planning area. Aside from the extension of Cedar Street along the eastern edge of the planning area, the proposed project would not expand the areas within the Westside Community Planning Project area designated for development beyond what was envisioned in the General Plan. This development would be sited within disturbed grassland and scrub communities containing scattered Southern California black walnut trees and could exert a potentially adverse impact to these, as well as additional special-status species utilizing habitats within these areas. Additionally, any development within the planning area that would involve the removal of trees or other nesting habitat for common or special-status bird species would be subject to state and federal laws that protect nesting birds. Numerous actions proposed in the Westside Community Plan would compensate for many, but not all, of the potential impacts associated with implementation of the proposed project. The 2005 General Plan, too, includes numerous actions aimed at the protection of riparian areas from the impacts of future development. Therefore, impacts associated with special-status species would be less than significant and, in some cases, beneficial.	None necessary	Class III, Not Significant Class IV (No Impact or Beneficial)
Riparian or sensitive natural communities—development allowed under the proposed project would generally avoid direct impacts to riparian communities. Stormwater runoff within the Westside Community Planning Project area would have indirect effects on water quality, and improved access and expanded trail systems may exert impacts to riparian communities along River margins. Numerous actions are proposed in the Westside Community Plan that would compensate for many but not all of the potential impacts associated with implementation of the proposed project. With implementation of the Community Plan and General Plan policies and actions, including Action 1.8 (which requires buffers from rivers, creeks, and barrancas), as well as policies and actions to improve the quality of surface water runoff, impacts would be less than significant. In some cases, impacts are anticipated to be beneficial.	None necessary	Class III, Not Significant Class IV (No Impact or Beneficial)

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Biological Resources (continued)		
Federally protected wetlands—development allowed under the proposed project would generally avoid direct impacts to riparian communities. Improved access and expanded trail systems may exert impacts to riparian communities along the river margins. Numerous actions are proposed in the Westside Community Plan that would compensate for many but not all of the potential impacts associated with implementation of the proposed project. With implementation of the Community Plan and General Plan policies and actions, including Action 1.8 (which requires buffers from rivers, creeks, and barrancas), impacts would be less than significant. In some cases, impacts are anticipated to be beneficial.	None necessary	Class III, Not Significant Class IV (No Impact or Beneficial)
Wildlife movement and native wildlife nursery sites—development allowed under the proposed project would generally avoid impacts to wildlife movement and native wildlife nursery sites by emphasizing reuse and intensification of currently developed areas. The extension of Cedar Street and possible expansion of existing development east of Cedar Street between Kellogg Street and East Prospect Street may affect natural communities, structures, mature trees and landscaping within developed areas that could support bat roosts and nesting by native bird species. Implementation of mitigation measures **MM-BIO-1** and **MM-BIO-2** would reduce this potentially significant impact to a less than significant level.	The following mitigation measures would be implemented by all subsequent development projects within the Westside Community Planning Project area: **MM BIO-1** Active nests of native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). If activities associated with construction or grading of previously undeveloped parcels are planned during the bird nesting/breeding season, generally January through March for early nesting birds (*e.g.*, Coopers hawks or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active nests. To determine the presence/absence of active nests, pre-construction nesting bird surveys shall be conducted weekly, beginning 30 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than three days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days have elapsed between the survey and ground-disturbing activities.	Class II, Significant but Mitigable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Biological Resources (continued)		
	Surveys shall include examination of trees, shrubs, and the ground for nesting birds. Several bird species such as killdeer and nighthawks are known to nest on bare ground. Protected bird nests that are found within or adjacent to the construction zone shall be protected by a buffer deemed suitable by a qualified biologist, and verified by the California Department of Fish and Game. Typically, a 300-foot buffer is required for most species and a 500-foot buffer for raptor species. Buffer areas shall be delineated with orange construction fencing or other exclusionary material that would inhibit access within the buffer zone. Installation of the exclusionary material delineating the buffer zone shall be verified by a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e., occupied or being constructed by the adults bird(s)) and until young birds have fledged and no continued use of the nest is observed, as determined by a qualified biologist.	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Biological Resources (continued)		
	MM BIO-2 No earlier than 30 days prior to the commencement of construction activities on previously undeveloped parcels within Westside Community Planning area, a pre-construction survey should be conducted by a qualified biologist to determine if active roosts of special-status bats are present on or within 300 feet of the project disturbance boundaries. Should an active maternity roost be identified (in California, the breeding season of native bat species is generally from April 1 through August 31), the roost should not be disturbed and construction within 300 feet should be postponed or halted, until the roost is vacated and juveniles have fledged. Surveys should include structures and large trees (particularly trees 12 inches in diameter or greater at 4.5 feet above grade with loose bark or other cavities). Trees and rocky outcrops should be surveyed by a qualified bat biologist (*i.e.*, a biologist holding a CDFG collection permit and a Memorandum of Understanding with CDFG allowing the biologist to handle bats). If active maternity roosts or hibernacula are found, the occupied site should be avoided (*i.e.*, not removed) by the project. If avoidance of the maternity roost must occur, the bat biologist should survey (through the use of radio telemetry or other CDFG approved methods) for nearby alternative maternity colony sites. If the bat biologist determines in consultation with and with the approval of CDFG that there are alternative roost sites used by the maternity colony and young are not present, then no further action is required. If a maternity roost will be impacted by the project, and no alternative maternity roosts are in use near the site, substitute roosting habitat for the maternity colony should be provided on, or in close proximity to, the project site no less than three months prior to the eviction of the colony. Large concrete walls (e.g., on bridges) on south or southwestern slopes that are retrofitted with slots and cavities are an example of structures that may provide alternative potential roosting habitat appropriate for maternity colonies. Alternative roost sites must be of comparable size and proximal in location to the impacted colony. CDFG should also be notified of any hibernacula or active nurseries within the construction zone.	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Biological Resources (continued)		
	If non-breeding bat hibernacula are found in trees scheduled to be removed or in crevices in rock outcrops within the grading footprint, the individuals should be safely evicted, under the direction of a qualified bat biologist, by opening the roosting area to allow airflow through the cavity or other means determined appropriate by the bat biologist (e.g., installation of one-way doors). In situations requiring one-way doors, a minimum of one week should pass after doors are installed and temperatures should be sufficiently warm for bats to exit the roost because bats do not typically leave their roost daily during winter months in southern coastal California. This action should allow all bats to leave during the course of one week. Roosts that need to be removed in situations where the use of one-way doors is not necessary in the judgment of the qualified bat biologist in consultation with CDFG should first be disturbed by various means at the direction of the bat biologist at dusk to allow bats to escape during the darker hours, and the roost tree should be removed or the grading should occur the next day (*i.e.*, there should be no less or more than one night between initial disturbance and the grading or tree removal). These actions should allow bats to leave during nighttime hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight. If an active maternity roost is located on a project site, and alternative roosting habitat is available, the demolition of the roost site must commence before maternity colonies form (prior to March 1) or after young are flying (after July 31) using the exclusion techniques described above. Any special-status species bat day roost sites found by a qualified biologist during pre-construction surveys, to be directly (within project disturbance footprint) or indirectly (within 300 feet of project disturbance footprint) impacted are to be mitigated with creation of artificial roost sites. The project applicant should establish (an) alternative roost site(s) within suitable preserved open space located at an adequate distance from sources of human disturbance.	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Biological Resources (continued)		
Conflict with local policies or ordinances—the proposed project does not incorporate any changes to the City of Ventura 2005 General Plan policies for the protection of trees or any other biological resources, and thus remains consistent with the 2005 General Plan policies. Numerous actions in the Westside Community Plan would compensate for or strengthen the 2005 General Plan policies pertaining to biological resources. The impact would be less than significant or, in some cases, beneficial.	None necessary	Class IV, No Impact or Beneficial
Conflict with provisions of an adopted local, regional, or state habitat conservation plan—currently, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been adopted within the boundaries of the project. The adjacent reach of the Ventura River is covered by the Draft Southern California Steelhead Recovery Plan, and Critical habitat for southern steelhead has been designated along this reach. The Ventura River Multi-Species Habitat Conservation Plan (VRMSHCP), currently under development, also would cover parcels west of Highway 33. The proposed project would generally avoid direct impacts to riparian communities. Improved access and expanded trail systems may exert impacts to riparian communities along the river margins (i.e., along the VRMSHCP western border) and may be subject to the provisions of the VRMSHCP. Indirect impacts to the Ventura River, originating within the planning area may also include entry of trash, sediment, or water of poor quality into the waters and riparian communities of the Ventura River. Unchecked infestations of invasive non-native plants may further frustrate the progress of the VRMSHCP. Numerous actions are proposed in the Westside Community Plan would compensate for many, but not all, of the potential impacts associated with implementation of the proposed project. The 2005 General Plan, too, includes numerous actions aimed at the protection of riparian areas from the impacts of future development. Therefore, impacts associated with special-status species would be less than significant and, in some cases, beneficial.	None necessary	Class IV, No Impact or Beneficial

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Biological Resources (continued)		
Reduce habitat, population, or restrict the range of a rare or endangered plant or animal—development allowed under the proposed project would generally avoid direct impacts to natural habitats. Improved access and expanded trail systems may exert impacts to riparian communities along river margins. Expansion of existing development east of Cedar Street between Kellogg Street and East Prospect Avenue, and the extension of Cedar Street along the eastern edge of the planning area, would remove scrub and grassland communities. Displaced native species would be subject to temporary increased completion for food, mates, and territory. Aside from the extension of Cedar Street along the eastern edge of the planning area, the proposed project would not expand the areas within the Westside Community Planning Project area designated for development beyond what was envisioned in the General Plan. Because of the small area and predominantly common nature of the scrub and grassland habitats involved, these impacts are not expected to eliminate potential habitat within the region for any of the affected species. Numerous actions are proposed in the Westside Community Plan would compensate for many, but not all, of the potential impacts associated with implementation of the proposed project. The 2005 General Plan, too, includes numerous actions aimed at the protection of riparian areas from the impacts of future development. Therefore, impacts would be less than significant and, in some cases, beneficial.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Cultural (Historic) Resources		
Impacts to historical resources - The historic survey report prepared for the Westside Community Plan area identified historic resources within the planning area. These include the Simpson Tract Historic District and the East Lewis/Vince Streets Potential Historic District, as well as a number of properties that are eligible for listing as California or local resources. Also identified were four potential conservation areas. Conservation areas are not currently defined in the City's municipal code but are a concept recommended in the Westside Historic Survey Report to preserve areas which contain concentrations of properties within neighborhoods. The portion of the Westside Redevelopment Project area that is located outside (to the south of) the Westside Community Plan area is located within the Downtown Specific Plan area and contains two local historic resources. The Westside Development Code contains a Historic District Overlay Zone which will be applied to one specific area and could be used in other areas in the future to control the scale of new development to ensure compatibility with adjacent neighborhoods. Specific development projects within the Westside Community Planning Project area will require project-level review to identify impacts to historic resources and to identify appropriate mitigation measures. Impacts related to historic resources would be less than significant with implementation of the policies and actions contained in the Westside Community Plan, the Downtown Specific Plan, applicable General Plan policies, and the regulations contained in the Westside Development Code and City Municipal Code.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Geology and Soils		
Expose people or structures to potential substantial adverse geological effects - An Alquist-Priolo Earthquake Fault Zone extends across the extreme southeastern corner of the planning area. Subsequent projects proposed within the planning area would comply with all applicable requirements of the Alquist-Priolo Earthquake Fault Zone Act, which would ensure that impacts are less than significant. Exposure to future ground shaking within the planning area would be similar to many other sites in Southern California. Design of improvements in accordance with the 2010 California Building Code and appropriate City standards would ensure that impacts are less than significant. The City requires that geotechnical studies be prepared for development projects proposed in areas with identified liquefaction potential or that have the potential for seismically induced settlement. If liquefaction or seismically induces settlement are found to be potential hazards to proposed development projects, recommendations to reduce the potential for these risks would be provided. Conducting such studies in accordance with California Building Code and City requirements and implementing appropriate geotechnical recommendations during design and construction would ensure that impacts are less than significant.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Geology and Soils (continued)		
Result in soil erosion - The native topsoil and alluvial soils in the planning area may be moderately susceptible to erosion. These materials will be particularly prone to erosion during construction or earth moving activities (if any), especially during heavy rains. Fill soils generated during grading and any development may also be subjected to erosion. Temporary erosion control measures are required during construction. Specific projects proposed for development within the Westside Community Planning Project Area would be required to comply with the City's requirements to comply with the National Pollution Discharge Elimination System (NPDES) program to control the quantity and quality of runoff. In addition, projects would be required to comply with control measures provided in the Ventura County Air Pollution Control District's *Ventura County Air Quality Assessment Guidelines* to minimize the generation of fugitive dust (PM_{10} and $PM_{2.5}$) during construction activities. Implementation of these erosion control measures and compliance with measures identified in accordance with the California Building Code, City, and County requirements would be required and the impact resulting from erosion would be less than significant.	None necessary	Class III, Not Significant
Be located on an unstable geologic unit or soil - The native alluvial soils on the site are generally considered to be suitable to support development without adverse effects of settlement, subsidence, slope failures or other significant geologic hazards, provided proper overexcavation and foundation design, and other appropriate measures are conducted. The City requires that geotechnical studies be prepared for development projects proposed in areas with identified geotechnical conditions, such as landslide or liquefaction potential. Such studies would be prepared in accordance with California Building Code and City of Ventura requirements and would provide recommendations for grading and construction of planned improvements to include recommendations for overexcavation of potentially compressible soil, wall design, fill placement, paving, and other geotechnical aspects. With the implementation of the recommendations contained in those reports, risks posed by the geologic units would be less than significant.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Geology and Soils (continued)		
Be located on expansive soil - Alluvial soils present in the planning area exhibit expansion potentials that range from low to high. Soils with a medium expansion potential, or greater, could pose a risk to property. The City requires that geotechnical studies be prepared for proposed development projects to evaluate the potential for expansive soil. If encountered, proposed structures should be constructed in accordance with California Building Code requirements for construction on expansive soils. With adherence to such requirements, the risk posed by expansive soil would be less than significant.	None necessary	Class III, Not Significant
Greenhouse Gas Emissions		
Generate greenhouse gas emissions that conflict with AB 32 or exceed 6.6 MTCO$_2$e/yr per service population in 2020 target and/or MTCO$_2$e/yr per service population in 2035—Development of the allowed land uses in the Westside Community Planning Project area would not exceed the draft plan-level 2020 thresholds, but would exceed the draft plan-level 2035 threshold. While the project would be on a trajectory to meet the draft plan-level 2035 threshold given that future GHG reductions from motor vehicles and energy are anticipated in California, as these regulations are only anticipated at this time, the impact is considered potentially significant.	**MM-GHG-1** Westside Community Planning Project area developers shall be required to reduce GHG emissions by implementing the following measures: • All land uses shall be required to implement CAPCOA Level 1 mitigation measures. Level 1 measures include the following: – Bicycle parking for multi-family residential, office, and retail uses; – Transit stops for planned routes; – Energy Star roofs; – Energy Star appliances; – Title 24 compliance; – Water use efficiency measures. • Residential land uses shall be required to provide and install certified Energy Star appliances or similarly rated energy-efficient appliances. • Residential and commercial land uses shall be required to provide and install low-flow toilets and low-flow showers. Also, refer to mitigation measure **MM-AQ-1**, which would substantially offset the project mobile source GHG emissions.	Class II, Significant but Mitigable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Greenhouse Gas Emissions (continued)		
Conflict with applicable GHG reduction measures—The Westside Community Plan would implement goals, policies, and actions that would result in transportation enhancements necessary to improve mobility and reduce VMT in the Westside Community Planning Project area. The project would be generally consistent with recommended CAPCOA measures to reduce VMT and associated energy and emissions.	None necessary.	Class III, Not Significant.
Hazards and Hazardous Materials		
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials - Whereas incidents related to hazardous materials spills are not frequent, accidents along major transportation corridors can occur. Hazardous materials are transported along State Route 33 via trucks that commonly carry a variety of hazardous materials. These materials can include gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. The transport of hazardous materials and explosives through the City along SR-33 is regulated by the California Department of Transportation (Caltrans). The City of Ventura Fire Department has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan that addresses the City's planned response to extraordinary emergency situations including incidents involving major hazardous material upset during transport. The plan provides operational concepts, identifies sources of outside support that would be provided through mutual aid agreements, state and federal agencies, and the private sector.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Hazards and Hazardous Materials (continued)		
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 - New land uses proposed in the future in the planning area might store and use hazardous materials such as fuels, oils, solvents, and other materials. The development of residential uses in proximity to commercial and industrial uses that use or store hazardous materials or the development of industrial and commercial use near the schools in the Planning Area increases the risk of exposure to deleterious health effects. Development or redevelopment would have the potential for exposure of hazardous materials to the public. A variety of state and federal laws govern the generation, treating, or disposing of hazardous wastes. The City of Ventura Fire Department and Ventura County Health Division have the authority to inspect on-site uses and to enforce state and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes. In addition, City and County of Ventura requires that an annual inventory of hazardous materials in use on site, as well as a business emergency plan, be submitted for an annual review, as required by Emergency Planning and Right-to-Know Act (SARA Title III) and Chapter 6.95 of the California Health and Safety Code. These requirements would be mandated according to state and federal law. Therefore, impacts would be less than significant.	**MM-HAZ-1** All buildings to be demolished or refurbished shall be surveyed and sampled for asbestos-containing building materials by a licensed asbestos abatement contractor. If asbestos-containing building materials are determined to be present in the structures to be demolished, all asbestos-containing material materials shall be removed under acceptable engineering methods and work practices by the licensed asbestos abatement contractor prior to demolition. These practices include, but are not limited to, containment of the area by plastic, negative air filtration, wet removal techniques and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agencies (currently the City Building Official and Ventura County Air Pollution Control District) and shall include all on-site structures with ACBMs. **MM-HAZ-2** Prior to the demolition or redevelopment of buildings, all loose and peeling paint shall be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations.	Class II, Significant but Mitigable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Hazards and Hazardous Materials (continued)		
Because of the historical prominence of the oil industry on the Westside, there are contaminated Brownfield sites and gas conveyance lines running beneath the planning area. Within the planning area there are five oil wells, either active or abandoned. These oil wells may impact a localized area or land use in the vicinity of the well. Development and redevelopment proposed with the Planning Area could be impacted due to these oil wells. Other sites within the planning area have handled petroleum products, chlorinated solvents, and metallic substances. Any of these substances leaked or spilled onto the ground could impact the area or nearby land uses. Development and redevelopment proposed with the Planning Area could be impacted due to soil and groundwater contamination. Structures constructed or remodeled between 1930 and 1981 have the potential to contain asbestos-containing building material (ACBM). Potential impacts during redevelopment activities could expose the public or environment to asbestos-containing building materials. This potentially significant impact would be reduced to a less than significant level with the implementation of mitigation measure **MM-HAZ-1.** There are a number of structures in the planning area that were constructed prior to the ban on lead-containing paints in 1979. The possibility of impacts to the public or environment from lead materials is considered to be potentially significant. This potentially significant impact would be reduced to a less than significant level with the implementation of mitigation measure **MM-HAZ-2**. Specific development projects within the planning area will require project-level review to identify the potential for impacts related to hazardous materials and to identify appropriate mitigation measures. Impacts related to hazardous materials resources would be less than significant.		

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Hazards and Hazardous Materials (continued)		
Emit hazardous emissions or handle hazardous materials within 0.25 mile of a school? Refer to the impact analysis provided under Thresholds of Significance HAZ-1 and HAZ-2. Specific development projects within the Westside Community Planning area will require project-level review to identify the potential for impacts related to hazardous materials and to identify appropriate mitigation measures. Impacts related to hazardous materials resources would be less than significant.	**MM-HAZ-1** and **MM-HAZ-2**	
Be located on a site which is included on a list of hazardous materials sites Refer to the impact analysis provided under Thresholds of Significance HAZ-1 and HAZ-2. Specific development projects within the Westside Community Planning area will require project-level review to identify the potential for impacts related to hazardous materials and to identify appropriate mitigation measures. Impacts would be less than significant.	None required.	Class III, Not Significant
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan - The City of Ventura has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan (1999) that addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, or national security emergencies. The plan provides operational concepts and identifies sources of outside support that would be provided through mutual aid agreements, State and Federal agencies, and the private sector. Through the implementation of the disaster response plan, impacts would be less than significant- During development review process, emergency access would be evaluated for all development projects within the planning area.	None required.	Class III, Not Significant
Hydrology and Water Quality		
Water quality standards - Compliance with the 2010 Ventura Countywide Technical Guidance Manual for Stormwater Quality Control Measures (2010 TGM), implementation of the Westside Community Plan policies and actions, which are consistent with the General Plan policies and actions, would ensure that development under the Westside Community Plan would not violate any water quality standards or waste discharge requirements and would result in a beneficial impact.	None necessary	Class IV, No Impact or Beneficial Impact

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Groundwater supplies and recharge - New development and/or redevelopment would result in increased impervious surfaces which decrease infiltration and percolation surfaces for groundwater recharge. However, in conformance with the NPDES permit and the 2010 TGM, future project proponents would be required to control and/or treat runoff contaminant prior to discharging urban storm runoff into storm drain system as receiving waters, as well as reduce or eliminate post-project runoff. The latter requirement would typically utilize detention basin(s) to detain volume to reduce peak flows, and gradually release the runoff so as not to exceed the existing flow conditions. Implementation of the proposed project would result in less than significant impacts to groundwater supplies or groundwater recharge. The Ventura County 2010 TGM would require that new development or redevelopment projects contain all runoff water on site. This would provide additional recharge to the groundwater aquifer. The impact would be less than significant.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Hydrology and Water Quality (continued)		
Drainage patterns and erosion - The Westside Community Plan would be consistent with General Plan Policy 1B with the implementation of Goal 12.5 which would minimize impacts of new development on Westside infrastructure and the Ventura River watershed through advancing sustainable planning and design practices. Furthermore, the Westside Community Plan and the General Plan include a variety of stormwater drainage actions that would increase infiltration, thereby reducing erosion within the Westside Community Planning Project area. The future extension of Cedar Street north of Kellogg Street would comply with the City's Stormwater Quality Management Ordinance and the Hillside Management Program, discussed in further detail in **Section 4.5 Geology and Soils**, as well as policies and actions identified in the Westside Community Plan which would be consistent with the General Plan policies and actions, to reduce potential erosion or siltation off site. As a result, the Westside Community Planning Project would be consistent with the policies of the General Plan, and would comply with the applicable regulations located within the Stormwater Quality Management section of the Municipal Code. In addition, the Westside Community Plan would implement various sustainable stormwater practices that would have a positive effect on erosion in the planning area. Therefore, impacts regarding erosion would be less than significant.	None necessary	Class III, Not Significant
The future extension of Cedar Street north of Kellogg Street would comply with the City's Stormwater Quality Management Ordinance, as well as policies and actions identified in the Westside Community Plan, which would be consistent with the General Plan policies and actions, to reduce potential on or off site flooding impacts. The Westside Community Planning Project would be consistent with the policies of the General Plan, and would comply with the applicable regulations located within the Stormwater Quality Management section of the Municipal Code. In addition, the Westside Community Plan would implement various actions which require sustainable stormwater practices that would have a positive effect on drainage in the planning area. Therefore, impacts regarding flooding on or off site would be less than significant.		

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Hydrology and Water Quality (continued)		
Water quality - The City's General Plan identifies policies and actions that would be applicable to the Westside Community Plan. Policy 5B of the General Plan would improve services in ways that respect and even benefit the environment. The Westside Community Plan includes Action 12.1.6, which requires new development to install City-approved trash excluders in stormwater inlets to reduce trash outflow to the Ventura River. This action would be consistent with General Plan Action 5.14 in that the City would develop a financing program for the replacement of failing corrugated metal storm drainpipes in the City. The proposed project would also be consistent with the City of Ventura Stormwater Quality Management Ordinance, which contains regulations regarding construction, development, best management practices, notification of intent and compliance with general permits, illicit discharge and connections, and watercourse protection. In addition, new development would be required to design storm drains to conform to standards approved by the City engineer. Impacts related to the creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant with conformance to the City's Stormwater Quality Management Ordinance, the Design Criteria and Improvement Standards for storm drains and implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies. The impact would be less than significant.	None necessary	Class III, Not Significant
Implementation of the Westside Community Plan along with compliance with the General Plan policies and the 2010 TGM and the construction NPDES permit would ensure that development of the Westside Community Planning Project area would not substantially degrade water quality. Therefore, impacts regarding water quality would be less than significant		

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Hydrology and Water Quality (continued)		
Place housing or structure within a 100-year flood plain - The lower portion of the Westside Community Planning Project area contains the Ventura River levee which has been categorized as a Category 3 levee. The Westside area has been designated for the potential for flooding during a 100-year event. The levee was originally constructed to protect the Westside Community Planning Project area during a 100-year storm event, but has since been decertified by the FEMA based on encroachment of the Ventura River and scouring from river flows. 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. Impacts related to the placement of housing within an identified 100-year floodplain would be less than significant with conformance to the City's Flood Plain Ordinance, as well as the Westside Community Development Code, and implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies	None necessary	Class III, Not Significant
The Ventura River levee is not expected to fail in the near future. The VCWPD is in the process of recertifying the levee for future 100-year flood protection through steps and milestones identified in the Levee Evaluation Report. With implementation of the Westside Community Plan along with conformance to the City's Flood Plain Ordinance, as well as the Westside Community Development Code, and implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies, impacts would be less than significant.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Hydrology and Water Quality (continued)		
Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam - In the event of a dam failure or other flood event, the County would follow an emergency response and evacuation plan set forth in the Multi-hazard Functional Plan managed by the Ventura County Sheriff's Office of Emergency Services. The County bilingual alert system includes mobile emergency vehicle sirens and loudspeakers, and door-to-door notification. The City flood emergency warning systems also includes public alerts by television service providers. With implementation of the Westside Community Plan along with conformance to the City's Flood Plain Ordinance, as well as the Westside Community Development Code, and implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies, impacts would be less than significant.	None necessary	Class III, Not Significant
Seiche, tsunami, or mudflow - The Westside Planning Area is located outside of a tsunami risk area. The threat to the City from seiches is considered remote. Only facilities in or very near enclosed bodies of water could be immediately affected. There are no defined landslide morphological features within the Westside Community Planning Project area. Impacts would be less than significant.	None necessary	Class III, Not Significant
Storm water drainage facilities - Some deficiencies exist with respect to existing storm drain infrastructure in the Westside Community Planning Project area. Failure or insufficient capacity of existing storm drains would require the construction of new storm water drainage facilities or the expansion of existing facilities. Potential air quality, traffic, noise, and biological impacts as a result of the construction of new storm drain facilities have been analyzed in **Section 4.2, Air Quality**, **Section 4.3 Biological Resources**, **Section 4.10, Noise** and **Section 4.13 Transportation and Circulation**. Impacts related to the construction of new facilities would result in less than significant air quality, traffic, noise and biological impacts with implementation of policies and actions identified in the Westside Community Plan and applicable General Plan policies and actions.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Land Use and Planning		
Physically divide an established community - The Westside Community Planning Project provides new land use designations and a development code to guide future development within the planning area. The Westside Redevelopment Area Project would provide additional tools for implementing the General Plan and Westside Community Plan. The character of future development would be consistent with existing development and would not include features, new development, or public improvements that would physically divide the existing Westside community.	None necessary	Class III, Not Significant
Conflict with any applicable land use plan, policy, or regulation – The Westside Community Planning Project would conform to and would not obstruct implementation of relevant policies and ordinances, including the City's General Plan, SOAR Ordinance, Hillside Management Program, and Floodplain Ordinance; the SCAG RCPG, TRP, and Compass Growth Vision Report; and the Ventura LAFCO Guidelines for Orderly Development.	None necessary	Class III, Not Significant
Conflict with any applicable habitat conservation plan or natural community conservation plan - Currently, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been adopted within the boundaries of the project.	None necessary	Class III, Not Significant
Noise		
Exposure of persons to or generation of noise levels in excess of standards in the local general plan or noise ordinance - The noise-level increases along the analyzed roadway segments would occur below the identified noise thresholds (increase greater than 1.5 decibels (dB(A) for noise levels less than 60 dB(A)), thus resulting in less than significant impacts. The Mixed Use Development Overlay in the Westside Development Code provides standards to protect residential uses by implementation of proper noise attenuation or any other necessary mitigation from either adjacent on-site or off-site industrial/manufacturing uses. Impacts related to the exposure of persons to or generation of noise levels in excess of standards established in the General Plan, as well as the Noise Ordinance, would be less than significant with implementation of the policies and actions contained in the General Plan.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Noise (continued)		
Groundborne vibration or groundborne noise levels - The Federal Transit Administration (FTA) threshold for architectural damage to non-engineered timber and masonry buildings is approximately 94 VdB. Loaded trucks, which would create the greatest amount of vibration for equipment to be used during construction, are capable of producing approximately 92 VdB at 15 feet. As development of land uses within the planning area, including the future extension of Cedar Street, would be developed over a period of 14 years, there would be substantially less than 70 vibration events per day at sensitive land use receptors. Given that loaded trucks would be used in excess of 15 feet from the nearest sensitive land uses and given the infrequent number of vibration events per day, construction activities would not exceed the FTA ground-borne vibration threshold for the nearest sensitive land uses surrounding each of the sites. Implementation of the policies and actions contained in the General Plan would result in less than significant groundborne vibration or groundborne noise level impacts.	None necessary	Class III, Not Significant
Permanent increase in ambient noise levels - Any future construction located within the planning area would only be allowed between the hours of 7:00 AM and 8:00 PM. Roadway noise levels would generally rise as traffic levels increase through the planning horizon However, implementation of policies and actions of the General Plan, in combination with the additional action recommended above, would reduce impacts associated with projected development to a less than significant level. It is presumed that use of rubberized asphalt or other noise attenuation methods would be feasible for Ventura Avenue (which could experience an increase in noise). Impacts related to a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, would be less than significant.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Noise (continued)		
Temporary or periodic increase in ambient noise levels - A temporary increase in noise is considered "substantial" if it would be in conflict with the City Noise Ordinance, which allows noise generating construction activity between the hours of 7:00 AM and 8:00 PM. However, as concluded in the General Plan EIR for construction Citywide, compliance with Noise Ordinance restrictions on construction timing would reduce this impact to less than significant. Impacts specific to the Westside Community Planning Project area are not expected to be different from the Citywide assessment. Therefore, impacts would be less than significant with implementation of the policies and actions contained in the General Plan.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Population, Housing and Employment		
Induce substantial population growth in an area - The growth forecast for the land uses proposed in the Westside Community Planning Project area would add 1,415 new dwelling units in the planning area by 2025. Based on the City's estimated 2011 household size of 2.65 residents per dwelling unit, this would add approximately 3,750 residents to the City's estimated 2011 population of 107,124 residents. This would result in an estimated Citywide 2025 population of 127,233 residents. The proposed project would result in an estimated citywide 2025 population of 127,233 residents and 49,288 households, which would slightly exceed the SCAG 2008 RTP growth forecast for the City of 127,032 residents and 48,665 households in 2025. The SCAG adopted growth forecast for the 2008 RTP projects a 2025 employment population of 80,017. Development of the proposed land uses would result in approximately 1,035 employees. This would result in an estimated 2025 citywide employment population of 70,246 jobs. This is well within the SCAG 2008 RTP employment population projections for 2025. Action 12.2.2 in the Westside Community Plan area identifies four key underutilized (catalyst) sites available for public and private investment to stimulate additional investment in this community. Should one or more of these sites be developed, they will increase the housing supply and employment opportunities in the City. The General Plan and Ventura Westside Community Plan contain numerous other goals, policies, and actions supporting the creation of housing and employment opportunities within the planning area. Impacts related would therefore be less than significant.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Population, Housing and Employment (continued)		
Displace substantial numbers of existing housing - As individual properties are redeveloped, residents may be temporarily displaced. However, the project is forecast to result in a net increase in housing available in the planning area. These new dwelling units could be occupied by displaced residents, and would not require the construction of replacement housing elsewhere. Therefore, impacts related to the displacement of existing housing would be less than significant. As individual properties are redeveloped, residents may be temporarily displaced. However, the project is forecast to result in a net increase in housing available in the planning area. These new dwelling units could be occupied by displaced residents, and would not require the construction of replacement housing elsewhere. Therefore, impacts related to the displacement of existing housing would be less than significant.	None necessary	Class III, Not Significant
Displace substantial numbers of people - As individual properties are redeveloped, residents may be temporarily displaced. However, the project is forecast to result in a net increase in housing available in the planning area. These new dwelling units could be occupied by displaced residents, and would not require the construction of replacement housing elsewhere. Therefore, impacts related to the displacement of residents would be less than significant.	None necessary	Class III, Not Significant
Public Services - Police Protection		
Result in substantial adverse physical impacts in order to maintain performance objectives for police protection - To maintain existing staffing levels with the project-related increase in population, VPD would need to add approximately 5 sworn and 2 non-sworn employees. However, the geographic area served by the VPD would not substantially increase. Implementation of the actions provided in the Westside Community Plan, the Downtown Specific Plan, and the General Plan would support VPD efforts to provide adequate police protection services and reduce crime and calls for service in the planning area.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Public Services - Fire Protection		
Result in substantial adverse physical impacts in order to maintain performance objectives for fire protection - To maintain existing staffing levels with the project-related increase in population, VFD would need to add approximately 2 firefighters. The Westside Community Plan includes an action requiring new development to pay their fair share to fund additional public safety facilities and services for fire.	None necessary	Class III, Not Significant
Public Services - Public Schools		
Result in substantial adverse physical impacts in order to maintain performance objectives for public schools - VUSD collects fees for new development within its service area. Payment of these fees is considered full and complete mitigation for impacts to school services.	None necessary	Class III, Not Significant
Public Services - Parks and Recreation		
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 parks? - With the provision for future development of neighborhood parks and the payment of City fees to fund the acquisition of new parklands, the proposed project would contribute to the provision of parks sufficient to meet the City's park planning standard. The draft Westside Community Development Code Regulating Plan identifies three "Alternate Park Open Space" sites within the Westside Community. These sites were identified by City Council on June 6, 2011 during the initiation hearing for the Draft Plan and Code after community workshops held by the city resulted in strong public interest for increased recreation opportunities in the Westside community. Additional park and recreation facilities would be provided through development of additional neighborhood parks facilities on one or all of these alternate park sites or the provision of additional park and recreational facilities through the development of joint use agreements with the Ventura Unified School District.	**PARKS-1** Designate one or all of the 3 sites (4 parcels) proposed for Parks and Open Space (POS) land use as identified under Scenario 2 during the adoption of the Westside Community Plan and Development Code. Future development or redevelopment of any of these sites would be required to comply with permitted and conditionally permitted uses, development standards, and permit processing requirements, including design review. **PARKS-2** Amend Westside Community Plan Action 12.6.Z Develop joint use agreements with the Ventura Unified School District for joint use of school parks and recreational space by adding the following additional provision: The city should coordinate and fund a pilot program for joint use at one or more of the Ventura Unified School District facilities in the Westside Community.	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Public Services - Parks and Recreation (continued)		
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 - The proposed project would provide for the development of neighborhood parks that would meet some of the demand created by future growth. Given that the projected growth would be an incremental increase over the City's existing population, with the provision of neighborhood parks impacts would be less than significant.	None necessary	Class III, Not Significant
Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment - Development of parks and recreational facilities within the Westside Community Plan area would be subject to the policies provided in the Westside Community Plan and General Plan, and would be subject to City environmental review, which would impose mitigation measures to reduce any impact identified during construction phases.	None necessary	Class III, Not Significant
Public Services - Libraries		
Result in substantial adverse physical impacts in order to maintain performance objectives for libraries - There are no adopted standards for library service in the City of Ventura or VCLS. Library services are funded primarily by property tax increments collected by the state, supplemented by City general fund revenues.	None necessary	Class III, Not Significant
Public Services - Solid Waste		
Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs - Solid waste generated within the Westside Community Planning Project area would likely be disposed in the Toland Road or Simi Valley Landfills. These landfills currently have available daily capacity through 2027.	None necessary	Class III, Not Significant
Comply with federal, state, and local statutes and regulations related to solid waste - The Westside Community Plan provides policies that would support City efforts regarding solid waste diversion. Development within the Westside Community Planning area would comply with all actions provided in the Westside Community Plan, the Downtown Specific Plan, the General Plan, and the City's programs and policies.	None necessary	Class III, Not Significant
Transportation and Circulation		

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system - The City's threshold for a significant impact at studied intersections would be a level of service D with project impacts, or if the project increases the ICU by 0.01 to already deficient intersections (LOS E or worse). All of the study intersections would operate within the City's level of service standards under Project (2025) Conditions. Therefore, the project would result in less than significant impacts to the studied intersections.	None necessary	Class III, Not Significant
Conflict with an applicable congestion management program - The proposed project would not result in level of service deficiencies of any of the four studied intersections. As a result, level of service impacts would be less than significant along SR-33 with implementation of the proposed project.	None necessary	Class III, Not Significant
Hazards due to a design feature - The proposed new section of Cedar Street would extend north of Kellogg Street adjacent to significant hillside slopes. Therefore, the extension of Cedar Street would be potentially significant without implementation of mitigation requiring study of the roadway. Mitigation measure **MM-TRAF-1** requires that prior to construction of the extension of Cedar Street, an engineering and mobility analysis be completed by a certified traffic engineer to determine the most efficient design. With implementation of this mitigation measure, the potential impact would be reduced to a less than significant level.	**MM-TRAF-1** Prior to construction of the extension of Cedar Street, an engineering and mobility analysis shall be completed by a certified traffic engineer to determine the most efficient design. This analysis shall be contained in a written report containing design analysis and technical considerations and/or recommendations to the street design and shall be submitted to, and approved by, the City Traffic Engineer.	Class II, Significant But Mitigable

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation and Circulation (continued)		
Emergency access - The Development Code would provide new standards for the design and construction of existing and new streets. All new development would be subject to the City of Ventura Fire Department regulations for street width. The City's Municipal Code contains regulations regarding the design criteria and improvement standards for the City's circulation system. These regulations are provided under Chapter 26.200 (Design Criteria and Improvement Standards). Development within the Westside Community Plan area would be required to conform to the regulations provided in the proposed Westside Development Code (Section 24W.208) and the City Municipal Code which would ensure adequate emergency access would be provided to developments within the planning area. With the implementation of development requirements found in the Municipal Code, and consistency with the relevant General Plan policies, impacts regarding emergency access would be less than significant.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Transportation and Circulation (continued)		
Conflict with adopted policies, plans, or programs - The implementation of the Westside Community Plan and Development Code would provide an opportunity for additional transit stops within the planning area. The proposed project would be consistent with the General Plan because Action 4.13 would require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination of the two. In addition, the proposed project identifies Action 4.28 which would require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership. As a result, impacts related to future public transit routes would be beneficial. Action 12.4.21 requires all new development and existing development, where feasible, to provide bike racks that meet League of American Bicyclists standards for public use, bike lockers and shower facilities for employee use which would be consistent with the General Plan Action 4.21. Integration of bicycle trails that connect to the Westside Community (Action 12.4.11) would be consistent with the General Plan (Action 4.16 and 4.21). Impacts related to bicycle and pedestrian paths would be beneficial. The planning area includes the Ventura Avenue Corridor and is home to several neighborhood centers that are surrounded by well-connected neighborhood blocks. Opportunities exist to realize the revitalized potential of the neighborhood through improved linkages to expand mobility, enhanced pedestrian amenities along streetscapes, and contextually appropriate height and massing of new development along mixed-use corridors. Therefore, impacts to sidewalks and pedestrian access would be beneficial.	None necessary	Class IV, Beneficial Impact

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Utilities and Service Systems - Water		
Require or result in the construction of new water treatment facilities or expansion of existing water distribution and associated facilities - The Westside Community Plan would require that new development proposals determine adequate capacity, supply, fireflow and/or infrastructure improvements where land use changes and/or increased density would occur (Action 12.5.4). This action would require new development in the planning area to provide necessary public infrastructure to sustain development and to maintain current development (Policy 12 X). Therefore, the proposed project would incorporate actions that are consistent with the General Plan's actions and policies. Impacts related to the construction of new water treatment facilities or expansion of existing water distribution and associated facilities would be less than significant with implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Utilities and Service Systems – Water (continued)		
Water supplies - The projected increase in water demand for the planning area would be approximately 697 afy. No specific development projects are proposed at this time and analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project area and Citywide. The General Plan contains Action 5.1 which requires low flow fixtures, leak repair and drought tolerant landscaping plus emerging water conservation techniques, such as reclamation, as they become available to reduce water demand. The City's 2005 General Plan contains Action 5.7, which requires project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development. The proposed Westside Community Plan Goal in Section 12.5, Our Sustainable Infrastructure, identifies the need for the conservation of resources and the sustainable planning and design practices for new development. Policy 12 X, Action 12.5.4 requires new development to use the City's current Water Master Plan to determine adequate capacity, supply, fireflow and/or infrastructure improvements. Impacts related to the availability of sufficient water supplies to serve the project from existing entitlements and resources would be less than significant with implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies and actions	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Utilities and Service Systems - Wastewater		
Wastewater treatment requirements - The Ventura WRF has been designed to treat typical wastewater flows from different land uses in the City of Ventura. The proposed project would generate wastewater flows typical of the uses currently operating in the Westside Community Planning Project Area. Also, the proposed project does not propose the development of industrial uses beyond those already envisioned in the General Plan. Therefore, the proposed project is not expected to exceed any wastewater treatment requirements of the RWQCB. As such, impacts related to treatment requirements of the Ventura WRF would be less than significant.	None necessary	Class III, Not Significant
Wastewater infrastructure requirements The City's General Plan and the Westside Community Plan identify policies and actions related to capacity and infrastructure improvements that would be applicable to the Westside Community Plan. The General Plan contains Action 5.6., which requires proposed project proponents to conduct sewer collection system analyses to determine if downstream facilities are adequate to accommodate proposed development. Action 12.5.4 requires new development to use the City's current Wastewater Master Plan to determine needed capacity and infrastructure improvements. Implementation of the proposed project's policies and actions, which are consistent with the General Plan, and adherence to applicable General Plan policies, would result in a less than significant impact to sewer facilities.	None necessary	Class III, Not Significant
Wastewater treatment facilities The Ventura WRF is a permitted tertiary treatment plant with a 14 mgd capacity and treats the wastewater generated in the proposed planning area. The projected average annual flow to the Ventura WRF in 2025 would be 13.0 mgd. When the proposed project's wastewater flow projections are added to the projected average annual flow of 13.0 mgd; the total wastewater flow to the Ventura WRF would be 13.43 mgd. This conservative analysis indicates the wastewater flow generated by the proposed project would remain below the treatment capacity of 14.0 mgd. Therefore, the proposed project would not exceed the treatment capacity of the Ventura WRF. The Westside Community Plan would be consistent with the General Plan in that it would promote the conservation of resources and contains policies to improve the planning area's sewer system with each new development project.	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Utilities and Service Systems - Energy Conservation		
New (off-site) energy supply facilities and distribution infrastructure and- require needed infrastructure not anticipated by adopted plans - the electricity consumption for the proposed Westside Community Planning Project would be 12.25 GWh per year. SCE is projected to deliver approximately 117,548 GWh per year by 2022. Development within the Westside Community Planning area would consume approximately 0.01 percent of total electricity SCE would deliver in 2022. The natural gas consumption is projected to be approximately 77.4 mcf for the proposed project. The natural gas demand for the SCGC service area for 2009 was 295 bcf and is projected to be 283 bcf by 2030. The proposed project would demand a less than 1 percent increase (0.03 percent) of the projected natural gas supplied by SCGC. In accordance with California Energy Code Title 24, the new development within the Westside Community Planning area would be required to meet minimum energy-efficiency standards as identified in Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards (Section 12.115.010 of the Municipal Code) which provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. Impacts related to any requirement for new (off-site) energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities would be less than significant with implementation of energy conservation measures and adherence to the requirements of SCE and SCGC. Furthermore, the adoption of the Westside Community Plan, which is consistent with the General Plan, and any applicable General Plan policies would result in less than significant impacts to energy infrastructure	None necessary	Class III, Not Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Utilities and Service Systems - Energy Conservation (continued)		
SCE and SCGC have adequate capacity to meet future demand and have anticipated the development of new facilities within their service areas, including planned development in the City of Ventura. No specific development projects are proposed at this time and analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. Each project will be required to adhere to applicable energy conservation measures. The City will review all development proposals prior to the approval of development plans to guarantee that sufficient energy resources and facilities are available to supply adequate energy to each proposed development project and associated uses. During the environmental review process for individual development proposals, SCE and SCGC would be contacted to determine potential impacts related to supply and infrastructure within the Westside Community Planning Project area. Detailed final plans are required to be submitted to SCE and SCGC to ensure that project improvements do not conflict with existing facilities.	None necessary	Class III, Not Significant
Energy conservation measures - New development or redevelopment would be subject to Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards which provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The Westside Community Plan encourages the use of alternate forms of transportation by designing streets for the automobile as well as the pedestrian and bicyclist. (Refer to **Section 4.13, Transportation and Circulation**, for more information.) As a result, impacts would be less than significant as new development or redevelopment would be required to incorporate energy conservation standards. Impacts would be Class III, Not Significant.	None necessary	Class III, Not Significant

2.0 INTRODUCTION

2.0.1 PROJECT OVERVIEW

The City of Ventura is proposing the Westside Community Planning Project to implement the City's General Plan at the neighborhood level by adopting the Westside Community Plan and the Westside Development Code. The Westside Community Planning Project also includes a proposal to establish the Westside Redevelopment Project Area to assist the City in its efforts to revitalize the Westside Community.

2.0.2 ENVIRONMENTAL REVIEW PROCESS

The California Environmental Quality Act (CEQA) requires that an environmental review be conducted for activities and approvals that involve discretionary actions. CEQA applies to all California government agencies at all levels, including local agencies; regional agencies; and state agencies, boards, and commissions. An environmental impact report (EIR) is an informational document required by CEQA when substantial evidence exists that a project may have a significant physical environmental effect. The EIR is intended to provide information to decision makers, agency staff and the public about (1) the potential environmental impacts of a project, (2) ways in which the significant effects of a project might be minimized or avoided, and (3) alternatives to the project that could reduce or avoid the significant impacts associated with the project.

CEQA applies to projects for which a governmental agency can use its judgment or discretion in deciding whether to carry out or approve the project. The public agency that has the principal responsibility for carrying out or approving the project is termed the Lead Agency. For the purpose of this EIR, the City of Ventura is the Lead Agency. This EIR will also be used by other agencies in their decision-making processes. Responsible Agencies include any public agencies other than the Lead Agency that have discretionary approval power over the project. Trustee Agencies are those state agencies that have jurisdiction by law over natural resources held in trust for the people of the State of California. Additionally, Reviewing Agencies include those agencies that do not have discretionary power over the project but that are expected to review the EIR for adequacy and accuracy.

The City, acting as Lead Agency, circulated a Notice of Preparation (NOP) for the project on August 4, 2011, beginning a 30-day review period. Comments received in response to the NOP are provided in **Appendix 2.0**. Written comments were received from agencies and from interested individuals and community groups in response to the NOP and scoping meeting. Copies of the Notice of Preparation and comments on the NOP are provided in **Appendix 2.0**.

2.0.3 DOCUMENT ORGANIZATION

This Draft EIR is organized into the following sections.

1.0, Executive Summary, presents an overview of the significant effects of the project, proposed mitigation, and alternatives.

2.0, Introduction, provides an overview of the public review process and contents of the EIR.

3.0, Project Description, presents a description of the project, including the objectives, location, and characteristics of the project as well as a description of existing conditions at the project site.

4.0, Environmental Impact Analysis, contains analysis of each of the environmental topics addressed in this EIR. Each topic is addressed in separate subsections. The environmental topics addressed in this EIR include the following:

4.1 Aesthetics
4.2 Air Quality
4.3 Biological Resources
4.4 Cultural (Historic) Resources
4.5 Geology and Soils
4.6 Greenhouse Gas Emissions
4.7 Hazards and Hazardous Materials
4.8 Hydrology and Water Quality
4.9 Land Use and Planning
4.10 Noise
4.11 Population, Housing, and Employment
4.12 Service Systems (Police Protection, Fire Protection, Public Schools, Parks and Recreation, Libraries, Solid Waste)
4.13 Transportation and Circulation
4.14 Utilities and Service Systems (Water, Wastewater, Energy Conservation)

5.0, Alternatives, provides analysis of alternatives to the project. As required by the *State CEQA Guidelines*, a discussion of the reasons for selection of the alternatives analyzed is provided with a comparative analysis of each alternative with the project.

6.0, Growth-Inducing Impacts, provides discussion of the ways in which the project could foster economic or population growth.

7.0, Significant Irreversible Environmental Changes provides a discussion of changes associated with the project that would be significant and irreversible.

8.0, Effects Found Not to be Significant, provides a discussion of those topics that do not required detailed analysis in the EIR because impacts would be less than significant.

9.0, List of EIR Preparers, and Organizations and Persons Consulted, provides a list of all persons and organizations contributing to the preparation of the EIR.

10.0, References, lists persons contacted and documents used as a basis of information for the EIR.

Appendices to this EIR include the NOP, comments on the NOP, and various supporting technical studies and data summarized in this Draft EIR.

Where appropriate, this Draft EIR incorporates information and analysis from the comprehensive Final EIR prepared by the City for the 2005 General Plan in the assessment of the potential environmental effects of the proposed Westside Community Planning Project. This EIR is tiered off the City of Ventura General Plan Final EIR dated August 2005 (SCH#2004101014), which is incorporated by reference. The General Plan FEIR can be read at the City of Ventura Planning Counter located at 501 Poli Street, Room, #117, Ventura, CA. Community Plans area adopted by resolution as an amendment to the General Plan under Government Code Sec. 65350, et seq. In order to reduce redundancy, the reader is directed to the General Plan EIR for more detailed discussion of various issue areas. This EIR focuses the discussion of General Plan issues as they pertain to the Westside Community Planning project area.

2.0.4 AVAILABILITY OF THE DRAFT EIR

The Draft EIR is subject to a 45-day public review period starting from the date of the Notice of Availability. Copies of this Draft EIR have been sent to the State Clearinghouse, Responsible Agencies, agencies that have commented on the NOP, and all other interested parties that have requested notices and copies of the Draft EIR. The Draft EIR is also available for review at the following locations:

- On the City's website at www.cityofventura.net
- Community Development Department
  City of San Buenaventura
  501 Poli Street
  Ventura, California 93001
- The Avenue Public Library
  606 N. Ventura Avenue
  Ventura, California 93001
- E. P. Foster Public Library
  651 E. Main Street

Ventura, California 93001

Interested individuals, organizations, Responsible Agencies, and other agencies can provide written comments to:

Dave Ward, Planning Manager
City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, California 93001

Agency responses should include the name of a contact person within the commenting agency.

3.0 PROJECT DESCRIPTION

The City of San Buenaventura (City of Ventura) is the lead agency for the preparation of this environmental impact report (EIR) evaluating the potential environmental effects of the City's Westside Community Planning project (proposed project). The purpose of the project description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision makers. The project description serves as the basis for the technical analysis contained in the EIR. The *California Environmental Quality Act* (*CEQA) Guidelines* state a project description need not be exhaustive but should provide the level of detail needed for the evaluation and review of environmental impacts. Section 15146 of the *State CEQA Guidelines* states the degree of specificity required in an EIR shall correspond to the degree of specificity involved in the underlying activity that is described in the EIR. As described in Section 15124 of the *State CEQA Guidelines*, a complete project description must contain the following information: (1) a statement of project objectives; (2) the precise location and boundaries of the project; (3) a general description of the project's technical, economic, and environmental characteristics; and (4) a statement describing the intended uses of the EIR.

3.0.1 PROJECT OBJECTIVES

The City of Ventura is proposing the Westside Community Planning project to implement the City's General Plan by adopting the Westside Community Plan and the Westside Development Code. The Westside Community Planning project is made up of three components – the Westside Community Plan, the Westside Development Code, and the Westside Redevelopment Area Plan.

The Westside Community Plan provides the vision and goals, along with policies and actions at the neighborhood level for this area of the City, while requirements and development standards for new developments are provided in the Development Code. The Westside Development Code regulates the types and intensities of development and land uses within the Westside area. The Westside Community Planning project includes adoption of a redevelopment project area per California Redevelopment Law (CRL) to assist the City in its efforts to revitalize the Westside Community. Implementation of policies and public improvements included within the Westside Redevelopment Area would occur through redevelopment tax increment financing, Capital Improvement Program financing and leveraged private investment, among other financing opportunities. At present, the Westside Redevelopment Area adoption is suspended pending legal challenges to recent legislation designed to significantly modify or eliminate redevelopment project areas in California. The Ventura City Council directed staff continue analysis for the purposes of CEQA of the whole of the Westside Community Planning project, including redevelopment, in anticipation of continued authorization for local governments to adopt new project

areas under California Redevelopment Law. Therefore, the analysis contained in this EIR will consider elements of the Westside Community Planning project pertaining to redevelopment plan adoption.

The nine goals in **Table 3.0-1, Westside Community Plan Goals,** are included in the Community Plan to implement the City's General Plan within the Westside Community.

Table 3.0-1
Westside Community Plan Goals

Community Plan	Goal
12.1 Our Natural Community	Goal: Support the native ecology, endangered species, and opportunities for recreational uses in and along the Ventura River.
12.2 Our Prosperous Community	Goal: Increase local shopping opportunities, diversify the local economy, and create job opportunities in the Westside areas.
	Goal: Provide for a variety of Westside Community workforce and transitional housing opportunities.
	Goal: Encourage diverse and equitable neighborhoods that provide housing options for the full range of incomes, physical abilities, and ages.
12.3 Our Well Planned Community	Goal: Encourage Traditional Neighborhood Design in existing and new Westside neighborhoods.
	Goal: Enhance Ventura Avenue with plazas and green spaces that can accommodate gathering areas, trees, and public art.
	Goal: Emphasize Neighborhood Preservation by valuing existing residential, industrial, and artistic characteristics of the Westside community.
12.4 Our Accessible Community	Goal: Encourage various modes of travel by providing infrastructure for buses, bikes, and pedestrians as well as cars and improved connections from the Ventura River Trail to neighborhoods to the hillsides.
	Goal: Improve parking along Ventura Avenue for commercial business customers.
12.5 Our Sustainable Infrastructure	Goal: Minimize the impacts of new development on Westside infrastructure and the Ventura River Watershed through advancing sustainable planning and design practices.
12.6 Our Active Community	Goal: Create new public plazas and green spaces along Ventura Avenue and increase passive and active recreational opportunities at Westpark, Harry A. Lyon Park, and along the Ventura River Trail and Brock Linear Park.
12.7 Our Healthy and Safe Community	Goal: Reduce threats to public health and safety throughout the Westside Community through regulation of hazardous conditions and enhanced public safety services and facilities.
12.8 Our Educated Community	Goal: Provide learning opportunities for adults and children through community partnerships.
12.9 Our Creative Community	Goal: Protect the cultural heritage with particular attention to the Latino influence on the Westside and promote creativity and civic art in the Westside community to improve the quality of the built environment and animate the public realm.

Source: Ventura Westside Development Code, April 2011 and City Council initiation action June 6, 2011, Impact Sciences (2011)

3.0.2 PROJECT LOCATION AND BOUNDARIES

The Westside Community Plan area is located on the western edge of the City of Ventura, approximately 26 miles south of the City of Santa Barbara. State Route 33 connects the Westside area to unincorporated

Ventura County and Ojai to the north; to Highway 101 which connects the greater Ventura City area to Los Angeles to the south; and Santa Barbara County to the north. **Figure 3.0-1**, **Regional Location Map**, illustrates the regional location of the Westside Community Plan area.

Figure 3.0-2, **Westside Community Plan and Redevelopment Plan Areas**, illustrates the boundary of the Westside Community Plan area and the proposed boundary of the Redevelopment Area. The total Westside Community Planning project area is approximately 1,094 acres, including streets and public rights-of-way. This total includes 36 acres within the Redevelopment Area that are subject to the Downtown Specific Plan.

The Westside Community Plan area contains approximately 924 acres, excluding streets and public rights of way, and approximately 1,058 acres including streets and public rights of way. The Westside Community Plan area is generally bounded by the steep hillsides to the east, Highway 33 to the west, Park Row Avenue to the south, and Ottowa Street to the north. The Community Plan area is bordered on the north by the City's North Avenue District as identified in the 2005 General Plan, and on the south by Downtown Ventura and the Downtown Specific Plan Area.

The proposed Redevelopment Area contains approximately 685 acres, excluding streets and public rights of way, and approximately 695 acres including streets and public rights of way. It is mostly located within the Westside Community Plan area, but extends south of the Westside Community Plan area to include approximately 36 acres in the City's Downtown Specific Plan Area not included in the City's existing redevelopment project area. The proposed Redevelopment Area excludes newer residential neighborhoods in the northeastern portion of the Westside Community Plan area. The proposed Redevelopment Area begins at the southern end of Ventura Avenue just south of Park Row Avenue and north of Fix Way and Wall Street. Moving north, the Redevelopment Area generally includes properties between the bluffs and State Route 33 to the area just south of Barry Drive on the east side of Ventura Avenue and Dakota Drive on the west side of Ventura Avenue.

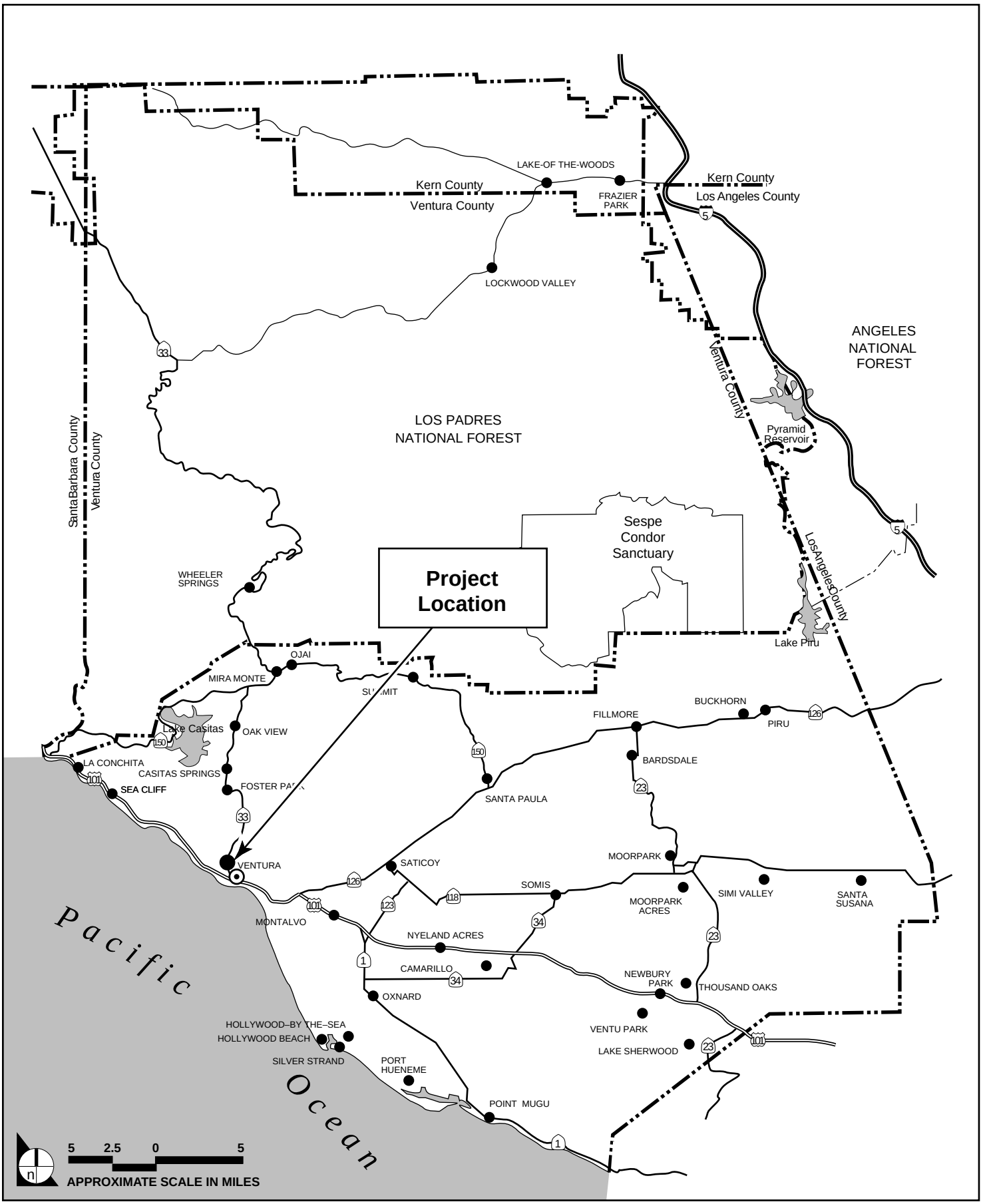
3.0.3 PROJECT SITE AND SETTING

The existing character of the Westside Community is the result of historical development of the area in the early 1900s. As a result of the discovery of oil, the pattern of development and industrial character of the area was established. The Westside community was primarily developed with housing for workers in the oil fields present in the North Avenue area, north of the Westside community area, where development primarily consisted of oil-related industrial uses. By the 1970s, oil production and oil industry support uses began to decline in the area.

The Westside Community is characterized by an interconnected, pedestrian-scale grid of workforce housing neighborhoods dating back to the early part of the 20th century. This community is divided into eastern and western halves by Ventura Avenue. Several disconnected alleyways and frequently spaced narrow residential streets provide residents with pedestrian-oriented paths to access Ventura Avenue, the primary roadway serving the area. Along Ventura Avenue, commercial development ranges from small single-story shops to larger two- and three-story mixed-use buildings. There are often abrupt transitions between industrial and residential land uses, coupled with a discontinuous pattern of industrial land uses along Ventura Avenue and Olive Street with a result being an inconsistent pattern of building massing and scale along Ventura Avenue north of Stanley Avenue. The primary connection between Ventura Avenue and State Route 33 is Stanley Avenue. Stanley Avenue is home to the Ventura Unified School District headquarters and bus operations center, Ventura Community College District headquarters, and industrial uses.

Existing development in the Westside Community is estimated by the City of Ventura to be approximately:

- 4,184 dwelling units;
- 298,181 square feet of retail uses;
- 8,332 square feet of office uses;
- 1,056,977 square feet of industrial uses; and
- 422,658 square feet of civic/institutional/educational/religious uses.



SOURCE: Impact Sciences, Inc. – December 2010

FIGURE **3.0-1**

Regional Location Map

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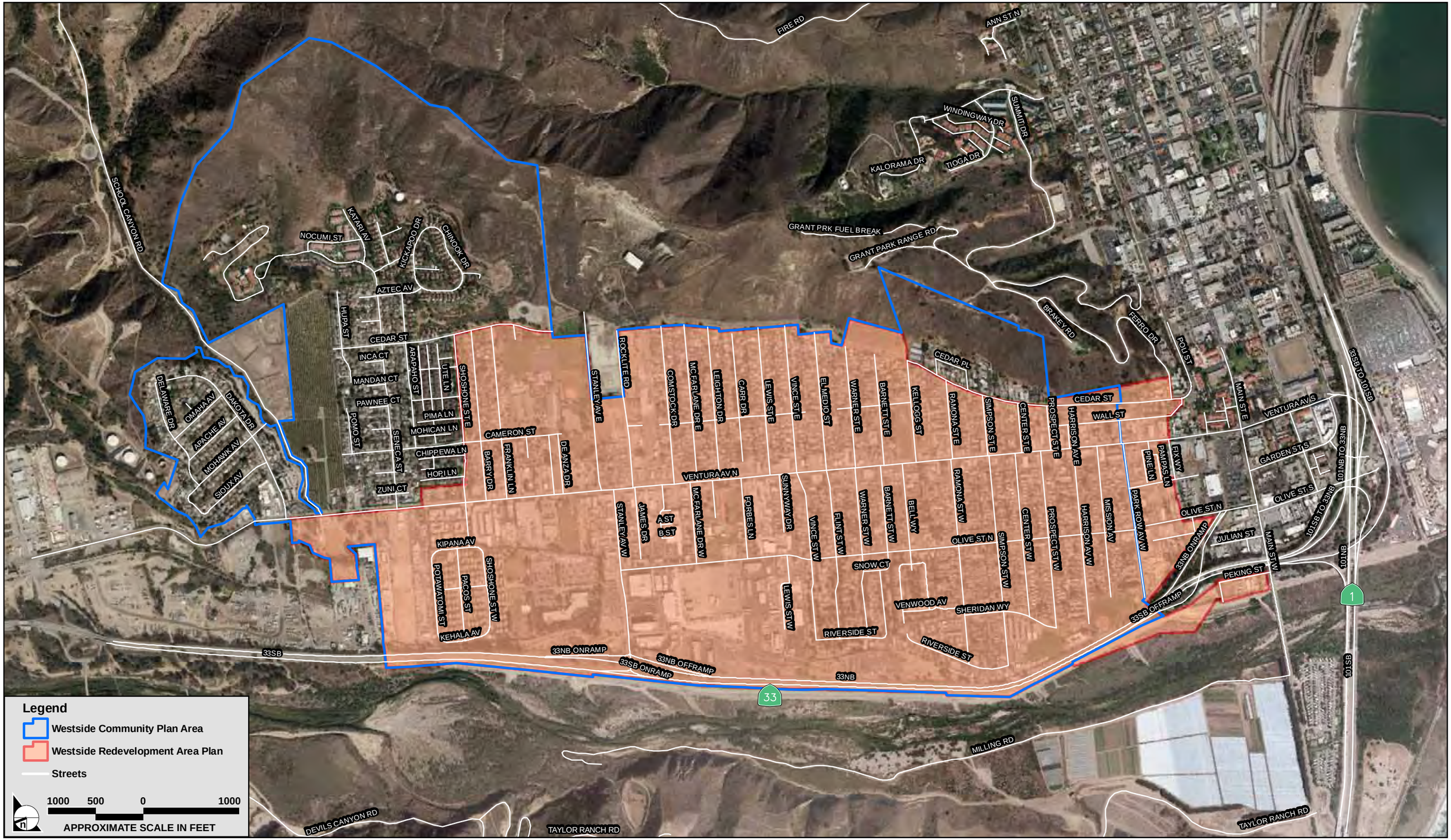

SOURCE: City of Ventura – October 2011

FIGURE **3.0-2**

Westside Community Plan and Redevelopment Plan Areas

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3.0.4 REGULATORY SETTING

a. General Plan Designations

The 2005 General Plan establishes the community's vision for the development of Ventura through the year 2025 and serves as the fundamental land use policy document for the City. The General Plan also provides the basis for establishing detailed plans and implementation programs, such as zoning and subdivision regulations, capital improvement programs, and similar planning programs. The General Plan calls for the development and adoption of a form-based Development Code for the Westside Community that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation. This approach to zoning prioritizes the appearance of development, while still ensuring that neighboring land uses are compatible and appropriate.

The City's General Plan Land Use Map currently designates the proposed project area with a variety of land use designations. **Figure 3.0-3, Existing General Plan Land Use Designations,** shows the current General Plan Land Use Designations for the Westside Community and adjacent areas. **Table 3.0-2, General Plan Land Use Designations in the Westside Community Plan Area**, provides a description each of these Land Use Designations.

b. Local Coastal Program

Approximately 19 acres (including 8 acres of street rights of way) of the Redevelopment Area located within the City's Downtown Specific Plan Area lie within the Coastal Zone as defined by the California Coastal Act of 1976, and the City's approved Local Coastal Program (LCP). The Westside Community Plan would only apply to the Westside Community as defined in the City's General Plan and would not apply to the portion of the proposed Redevelopment Project Area located within the Downtown Specific Plan Area and Coastal Zone

Table 3.0-2
General Plan Land Use Designations in the Westside Community Plan Area

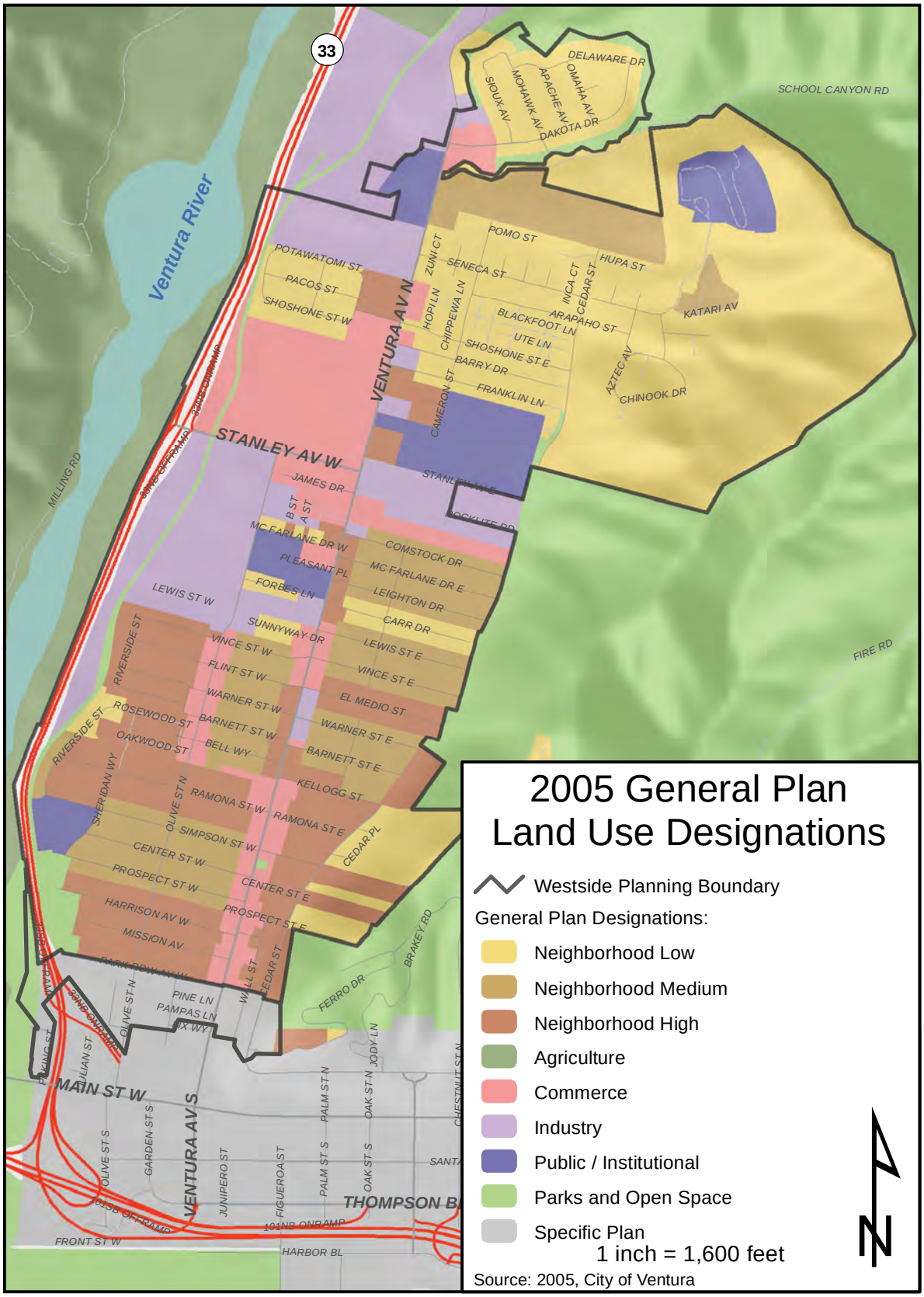
General Plan Land Use Designation	Principal Use and Development Intensity/Density
Neighborhood Low	Emphasizes detached houses with some attached units in a small mix of building types at 0 to 8 dwelling units per acre. Predominantly residential, with opportunity for limited home occupation and neighborhood services sensitively located along corridors and at intersections.
Neighborhood Medium	Anticipates a mixture of detached and attached dwellings and higher building types at approximately 9 to 20 dwelling units per acre. Predominantly residential with small scale commercial at key locations, primarily at intersections and adjacent to corridors.
Neighborhood High	Accommodates a broader mix of building types, primarily attached, from 21 to 54 dwelling units per acre. A mix of residential, commercial, office, and entertainment that includes mixed-use buildings.
Commerce	Encourages a wide range of building types anywhere from two to six stories (depending on neighborhood characteristics) that house a mix of functions, including commercial, entertainment, office, and housing.
Industry	Encourages intensive manufacturing, processing, warehousing, and similar uses, as well as light, clean industries and support offices; also encourages workplace-serving retail functions and work-live residences where such secondary functions would complement and be compatible with industrial uses. Also can be developed as Transit Oriented Development, employment center or working village with a mix of uses.
Public and Institutional	Accommodates civic functions such as government offices, hospitals, libraries, schools and public green space
Agriculture	Predominantly commercial cultivation of food and plants and raising of animals.
Parks and Open Space	Designates land to public recreation and leisure and visual resources, and can range from neighborhood tot lots and pocket parks to urban squares and plazas and playgrounds to large regional parks and natural preserves.

Source: Ventura General Plan, August, 2005, Impact Sciences (2011)

3.0.5 PROJECT CHARACTERISTICS

a. Project Background

The Westside Community Planning project is the result of a public participation process the City began in 1996 with a series of public workshops, which led to a community vision for revitalization of the Westside area. In 1999, the Westside Urban Design Plan developed by the City incorporated key elements and established design guidelines supportive of this vision.



SOURCE: City of Ventura – October 2011

FIGURE **3.0-3**

Existing General Plan Land Use Designations

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In 2000, the Ventura Vision plan, which ultimately guided formulation of the 2005 Ventura General Plan, incorporated the goals and objectives developed during the Westside vision process. The Westside Economic Strategy, prepared in 2006, assessed the Westside's economic strengths, weaknesses, and opportunities, and summarized the existing land use conditions. Based upon recommendations in the Westside Economic Strategy Report, the City determined that some changes to the existing General Plan Land Use Plan were recommended to stimulate growth in the Westside Planning Area. Beginning in 2006, the City also sponsored public workshops to gather and incorporate further public input.

In fall 2010, a preliminary draft of the Westside Community Plan and Development Code were circulated for public review and feedback, including extensive workshops and feedback sessions with community groups, City boards and commissions, and members of the public. This preliminary draft Community Plan and Development Code addressed both the Westside Community and North Avenue District as identified in the 2005 Ventura General Plan. This draft plan also included the proposed annexation of an additional 800 acres of land located immediately east of the northern portion of the North Avenue District area in Canada Larga Canyon. In December 2010, the City distributed an NOP for an EIR evaluating this community-planning project, including the Westside and North Avenue areas with the addition of the Canada Larga area.

In response to the comments received on the preliminary Draft Plan and Development Code and NOP, in January 2011, the City revised the Westside Community Planning project to reduce the project area boundary and only address the existing Westside Community as defined in the City's 2005 General Plan. In April 2011, the City of Ventura released the Draft Westside Community Plan and Development Code for public review. On June 6, 2011, the City Council initiated, with modifications, the Draft Community Plan and Development Code for environmental review.

The Westside Community Planning project also includes a proposal to establish the Westside Redevelopment project area to assist the City in its efforts to revitalize the Westside Community. In June 2011, the City of Ventura Planning Commission adopted a resolution to select the boundaries of the proposed Westside Redevelopment project area and transmit the Preliminary Plan for the Westside Redevelopment Area Project to the Redevelopment Agency of the City of Ventura for the purpose of analysis and review. On August 1, 2011, the City's Redevelopment Agency accepted the Preliminary Plan for the Westside Redevelopment Area Project and the City Council directed staff to continue the process for the formation and adoption of this redevelopment project. On the same date, the City Council also adopted an ordinance complying with the voluntary alternative redevelopment program to comply with changes in state law affecting redevelopment agencies. Since that time, legal challenges have been made and oral arguments have been heard by the California Supreme Court that challenge the legislation that eliminates and severely restricts key provisions of the California Redevelopment Law and capacity for

local jurisdictions to adopt redevelopment project areas. The City has suspended progress toward adoption of the Westside Redevelopment Area Project until legal direction is issued by the Court, but will proceed with environmental analysis of the whole of the Westside Community Planning project in anticipation of forming the redevelopment area if allowable in the future.

b. Project Goals

The Westside Community Plan is presented in chapters that parallel those provided in the City's 2005 General Plan. The Goals specific to the Westside Community Plan are provided in **Table 3.0-1**, above.

The Westside Community Plan reflects policies and actions already identified in the City's 2005 General Plan, but more specific to the neighborhood level. The primary policies and actions related to natural resources include restoring and enhancing connections to the Ventura River and hillsides, reducing hillside erosion to protect Westside neighborhoods, and ensuring that any future development adjacent to the Ventura River protects natural resources.

Primary policies and actions related to land uses include stimulating private investment for revitalization of underutilized land in the Westside Community Planning area, identifying and designating sites to support the development of industry, technology businesses, professional services to provide jobs, and prioritizing and promoting the expansion of local-serving retail and service businesses.

Community Plan policies also promote development of a variety of housing opportunities to meet the needs of households with different income levels.

Planning and design goals include encouraging traditional neighborhood design in existing and new Westside neighborhoods; emphasizing neighborhood preservation by valuing the existing residential, industrial, and artistic characteristics of the Westside community; and enhancing the public streetscape in these neighborhoods. The Westside Community Plan further establishes the goal of providing public open space along Ventura Avenue and increasing recreational opportunities throughout the Westside Community Plan area. The main transportation planning goal is to develop an interconnected circulation system for all modes of travel, including buses, bikes, pedestrians, and cars.

The Westside Community Plan includes a proposal to connect the north and south segments of Cedar Street and reclassify the existing portions of the street from "collector" to "local." The new portion of Cedar Street, while located within unincorporated Ventura County, is within the City's Sphere of Influence. The City is not seeking annexation of this area at this time.

c. Economic Catalyst Sites

The Westside Community Plan area identifies four key underutilized sites available for public and private investment to stimulate additional investment in this community. **Figure 3.0-4, Economic Catalyst Sites,** shows the location of these four sites. The four catalyst sites and potential changes to land use are described below.

Catalyst Site #1, Selby site, Rocklite, and Ventura Avenue: 15 acres for mixed-use development with ground floor commercial and second or third story office above the ground floor. The eastern portion of the property could support high density residential to create a true mixed used development that would be a showcase for travelers as they exit the freeway at Stanley Avenue. A component of the General Plan Amendment proposed as part of the project would change the land use designation for this site from 'Industrial' to 'Neighborhood Medium'. A conceptual figure of the Catalyst Site #1 is provided in **Figure 3.05**

Catalyst Site #2, Stanley/Olive site: industrial area south of Stanley Avenue, along Olive Street to be focus of economic development efforts to encourage green and high technology job recruitment to the City.

Catalyst Site #3, Kellogg site – Kellogg and Ventura Avenue: 2-acre site for live/work development oriented to artists' lofts, with neighborhood services. With its central location on the Avenue, urban plaza and park space fronting the Avenue is a community-desired component of this catalyst site. A conceptual figure of the Catalyst Site #3 is provided in **Figure 3.0-6**.

Catalyst Site #4, School District/AERA site (portions of the AERA Energy and Ventura Unified School District parcels west of Ventura Avenue at Shell Road) - portions of 90 acre site that includes 4-5 acre Avenue School site to be considered for mixed-use development to provide transition between industrial uses to the north and newer residential and commercial uses to the south.

d. Westside Development Code

To achieve these planning objectives, the Westside Community Planning Project includes a proposed form-based code based upon the transects identified in the 2005 General Plan. This Westside Development Code is designed to carry out the policies of the Ventura General Plan at the neighborhood level by classifying and regulating the types and intensities of development and land uses within the Westside Community Planning Area consistent with the policies and objectives of the General Plan. This Westside Development Code is proposed for adoption to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the community.

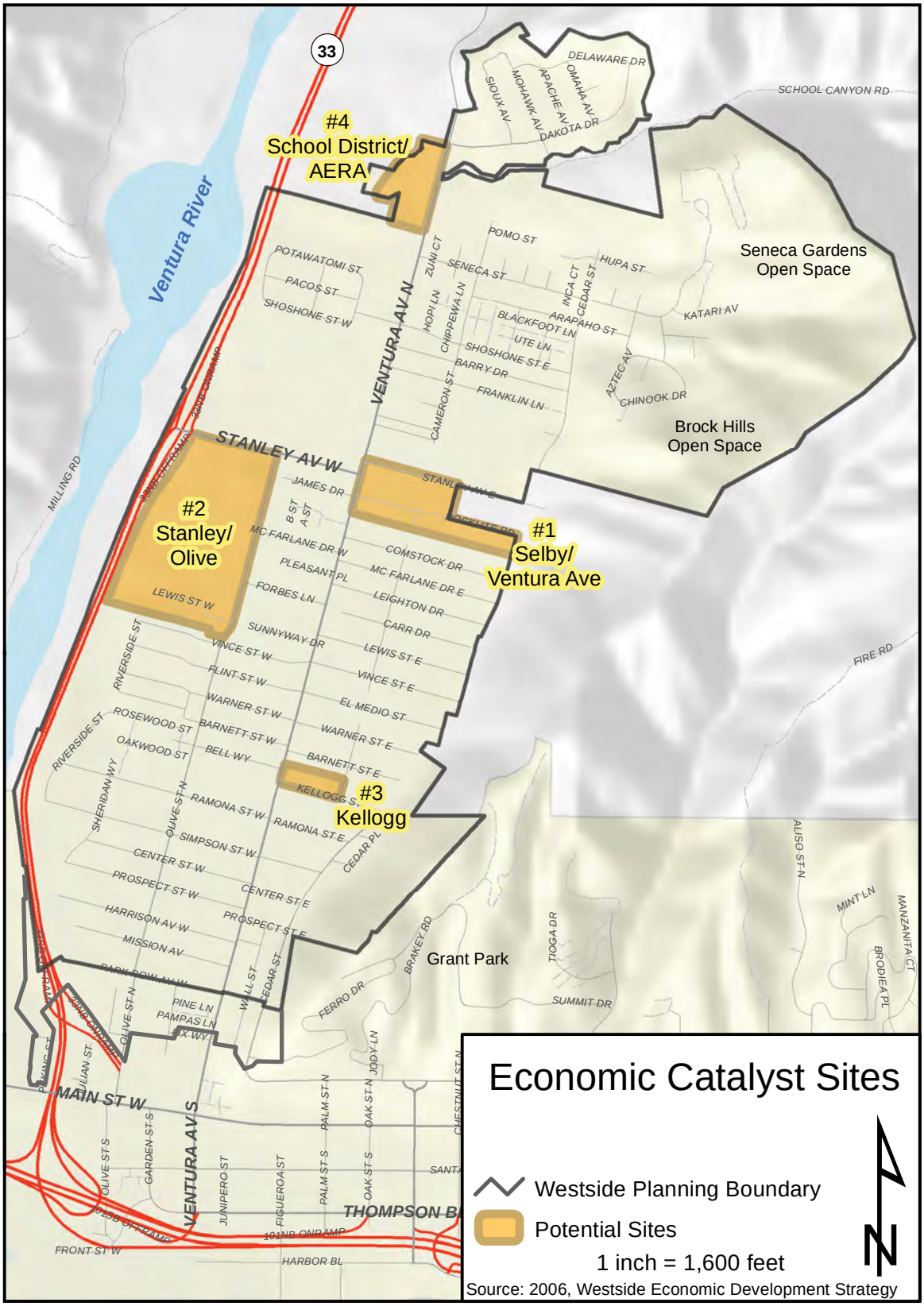
More specifically, the purposes of the Westside Development Code are to:

- ensure that development is of human scale, primarily pedestrian-oriented, and designed to create attractive streetscapes, wider sidewalks and pedestrian spaces, where appropriate;
- moderate vehicular traffic by providing for a mixture of land uses, pedestrian-oriented development, compact community form, safe and effective traffic circulation, and appropriate parking facilities;
- provide standards for the continuing orderly growth and development of the City that will assist in protecting and enhancing the community identity of Ventura;
- conserve and protect the City's natural beauty and setting, including scenic vistas, cultural and historic resources, hills and trees;
- ensure that proposed development and new land uses conserve energy and natural resources;
- facilitate the development and redevelopment of walkable, complete neighborhoods with a variety of housing types and connectivity to serve the needs of a diverse population; and
- provide for compatibility between different types of development and land uses through effective and diverse urban and architectural design.

The Development Code is made up of a regulating plan and development standards for each of the zones identified in the regulating plan. The proposed form-based development standards define allowable building types, frontage types and land uses in each zone and the placement and allowed uses in these buildings along with design standards addressing building mass and scale, street and streetscape and parks and open space. **Figure 3.0-7**, **Westside Community Regulating Plan**, shows the proposed regulating plan for the Westside Community. To supplement the proposed transect zones, the Westside Development Code also includes overlay zones, optional zones and special districts as identified in **Figure 3.0-7** and described further below. In addition, the proposed draft Regulating Plan identifies four "Alternate Park Open Space" sites within the Westside Community as described further below.

Westside Development Code Transect Zones

Form-based zoning prioritizes function, appearance, and compatibility with the character of the surrounding area. A concept for understanding and defining the character of an area is the Transect, which defines the continuum from rural to urban conditions. Six Transect Zones are defined within the City of Ventura General Plan, as identified in **Table 3.0-3, Transect Zones in the City**. Transect Zones T1, T2, and T6 are included for reference only, as these zones are not applied to the Westside Community by the proposed Westside Development Code.



SOURCE: City of Ventura – October 2011

FIGURE **3.0-4**

Economic Catalyst Sites

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SOURCE: City of Ventura – October 2011

FIGURE **3.0-5**

Conceptual Plan for Catalyst Site #1, Selby Site

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SOURCE: City of Ventura – October 2011

FIGURE **3.0-6**

Conceptual Plan for Catalyst Site #3, Kellogg Site

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SOURCE: City of Ventura – October 2011

FIGURE **3.0-7**

Westside Community Regulating Plan

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Table 3.0-3
Transect Zones in the City

Transect Zone	Transect Zone Description
T1 - The Natural Zone[1]	The Natural Zone consists of the natural and permanent open space areas within Ventura that are intended for preservation. These include the sand beach along the ocean, the Ventura River corridor, the Santa Clara River corridor, the hillsides to the north, and the Ventura/Oxnard Greenbelt to the south, and certain barrancas within the City fabric. The T1 zone may also include lands unsuitable for settlement due to topography, hydrology, or vegetation.
T2 - The Rural Zone[1]	The Rural Zone consists of areas of Ventura that are reserved for agricultural use (SOAR), and have an open "country road" character and are sparsely settled. Significant T2 areas are present between the 101 Freeway and the Santa Clara River in the Olivas, Northbank, Montalvo, and Serra Communities; in the "internal greenbelt" running north to Foothill Road through the Serra, and Poinsettia Communities; south of Foothill Road in the Juanamaria and Wells Communities, and in small patches of the North Avenue Community.
T3 - The Sub-Urban Zone	The Sub-Urban Zone consists of low-density suburban residential areas within the College, Thille, Montalvo, Poinsetta, Juanamaria, Serra, Saticoy, and Wells Communities. Planting is naturalistic with relatively deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions.
T4 - The General Urban Zone	The General Urban Zone consists of a mixed-use but primarily residential urban fabric. It has wide range of building types. Setbacks and landscaping are variable. Streets typically define medium sized blocks.
T5 - The Urban Center Zone	The Urban Center Zone consists of higher density mixed-use building types that accommodate retail, office, rowhouses, and apartment uses. It has a tight network of streets with wide sidewalks, steady tree planting, and buildings set close to the frontages.
T6 - The Urban Core Zone[1]	The Urban Core Zone consists of the heart of Downtown Ventura, which has the highest development intensities in the City and the greatest variety of uses, and important civic buildings. The Downtown is the City's historic and cultural heart, and the Code is intended to encourage the area to also become richly mixed use, with specialty retail, offices, and residential in mixed use buildings, and a wide variety of quality restaurants. Buildings are generally simpler and boxier in their massing than in other parts of the City, predominantly mixed in use, between two and six stories in scale, attached to one another, and set close to street frontages. Streetscapes are intended to include wide sidewalks with steady street tree plantings set in the pavement.

[1] *T1, T2, and T6 are shown above for reference, and are not applied to the Westside Community by the Development Code.*
Source: Ventura Westside Development Code, April 2011, Impact Sciences (2011)

Each of the six basic Transect Zones shown in **Table 3.0-3**, represent a spectrum of development characters and intensities. In T4, for example, characteristics range from the almost exclusively residential, quiet neighborhood interiors, to more active and mixed-use neighborhood activity centers, or neighborhood edges abutting larger, busier streets and transit corridors. Similar systematic variations exist in each Zone.

In order to describe these important differences, and to create a regulatory structure with some precision, Sub-Zones are defined in the Westside Development Code. The use of Sub-Zones allows for development standards that subtly increase or decrease the intensity and urban character from one area to the next, encouraging a seamless transition from street to street and block to block. This tool also allows the

standards to be calibrated to existing neighborhood characteristics on adjacent land that are intended to be preserved, protected, or extended.

The four basic Transect Sub-Zones defined in the Westside Development Code are Sub-Zones T3.5, T3.6, T4.11, and T5.5, as described in **Table 3.0-4, Transect Zones in the Westside Development Code.**

Table 3.0-4
Transect Zones in the Westside Development Code

Transect Zone	Transect Zone Description
Neighborhood General Zone (T3.5)	This Neighborhood General Zone is applied to areas appropriate for a mix of house and lot sizes, characterized predominately by detached single-family residences.
Neighborhood General Zone (T3.6)	This Neighborhood General Zone is applied to areas appropriate for a mix of housing types, characterized by a combination of single-family residences, and multiplex residential.
General Urban Zone (T4.11)	The General Neighborhood Zone (T4) consists of a balanced mix of residential and neighborhood-serving commercial and civic uses within a walkable setting. This is the predominant existing urban condition in the Westside Community, in which the neighborhoods include walkable streets, reasonably scaled blocks, and building types that generally relate well to the pedestrian. In addition to these mostly pre-1950 neighborhoods, the T4 condition is envisioned by the General Plan as the preferred pattern for most future new neighborhood development in the City. The T4 "base zone" has been identified as T4.0, and is the quiet neighborhood interior environment, prototypically characterized by single-family detached houses, porch and fence frontages, and narrow neighborhood streets with low traffic speeds and volumes The design intent of the T4.11 Zone is to encourage mixed-use and higher density residential infill development within the areas mapped on the Regulating Plan, to achieve the goals of the General Plan, the Westside By Design Plan and the Westside Charrette plan. The goals of the T4.11 Zone include: • Providing new commercial and civic amenities along the Corridors, within pleasant walking distance of residences in the adjoining neighborhoods, • Providing housing at higher densities to help reduce the City's rate of expansion into farmland and natural open space, • Creating a living environment that can be effectively served by transit, which will provide Venturans with a new and sustainable lifestyle alternative, • Ensuring that the scale and character of new development is compatible with the existing adjoining neighborhoods. Certain Overlay Zones are defined to modulate that scale and to ensure compatibility with adjacent neighborhoods
Urban Center Zone (T5.5)	The prototypical T5 zone for Ventura is characterized by mixed-use buildings set close to the sidewalk – many with ground floor commercial uses and higher density housing or office uses on upper floors – streets with wide sidewalks and street trees in tree grates, and abundant and managed curbside parking. Building heights will typically be in the two- to three- story range. The five nodes along the Ventura Avenue Corridor area: Ramona Street, Vince Street, Stanley Avenue, Shoshone Street, and Dakota Drive, are identified in key planning documents – including the General Plan, and the Westside Urban Design Plan and Westside Revitalization Plan documents – as a more intense "activity center" – with a greater emphasis on commercial use. Accordingly, these areas are classified as T5, Urban Center. The Stanley Avenue to Shoshone Corridor area has greater block and lot sizes than the rest of these Corridors, and is thus able to accommodate larger buildings and denser parking configurations. Accordingly the Sub-Zone T5.5 Urban Center is defined for this area, allowing buildings and streetscapes that are more urban in character than the rest of the Community Certain Overlay Zones are provided to modulate that scale and to ensure compatibility with adjacent neighborhoods.

Source: Ventura Westside Development Code, April 2011 and City Council initiation action June 6, 2011, Impact Sciences (2011)

Overlay Zones

Overlay Zones are applied to specific areas to provide for modified development standards in the underlying Transect Zone to further control the scale of new development to ensure compatibility with adjacent neighborhoods. For instance, an overlay zone may modify some combination of the allowed building height, allowed frontage types, or specific setback requirements within the Overlay area as designated on the Regulating Plan, while leaving the other standards of that zone intact. Five Overlay Zones are defined in the Westside Development Code. Each is identified and briefly described in **Table 3.0-5, Overlay Zones in the Westside Development Code**.

Table 3.0-5
Overlay Zones in the Westside Development Code

Overlay Zone	Overlay Zone Description
Hillside Management Program (HMP)	This Overlay Zone identifies areas that are subject to the policies of the City's Hillside Management Program. This Program provides necessary development criteria in order to retain the natural qualities and minimize geologic or environmental potential hazards. The program allows residential development in a manner that will have the least impact on the natural environment and existing urban service systems, and directs development to areas least susceptible to hazards.
Mixed Use Development (MXD)	This Overlay Zone identifies frontage areas along Ventura Avenue with an Industry General Plan designation and underlying Special District Industrial zone that are intended to promote a more urban building frontage and mix of uses, while allowing industrial uses.
Shopfront (SF)	This Overlay Zone identifies street frontages intended to become or be maintained as areas for retail shops and other pedestrian oriented businesses at the sidewalk level.
Historic District	This Overlay Zone identifies neighborhood areas that exhibit numerous potential historic resources that contribute to the historic character of early 20th Century housing development within the Westside Community Plan area. Potential areas have been identified as part of the Westside Historic Context and Survey Report.[1] The Overlay Zone provides measures that ensure that future redevelopment or remodeling of property is conducted with respect to the context and form of an existing or potential proposed Historic Districts in the future. The creation of any new Historic Districts and Design Guidelines of such districts would be a result of neighborhood input and further developed as stand-alone guidelines.
Building Mass	This Overlay Zone identifies neighborhood areas that exhibit building massing that contributes to the character of a particular area. The Overlay Zone provides measures that ensure that future redevelopment or remodeling of property is conducted with respect to the context and form of the existing neighborhood. These measures primarily include upper story setbacks in order to maintain the single story character from the street.

[1] Westside Historic Context and Survey Report, *Galvin Preservation Associates (2011).*

Source: Ventura Westside Development Code, April 2011 and City Council initiation action June 6, 2011, Impact Sciences (2011)

Optional Zones

Optional Zones offer an alternate form-based set of regulations for properties recently approved or developed as a part of a large-scale non form-based residential subdivision. Three Optional Zones are in the Westside Development Code. One purpose of Optional Zones is to mitigate the economic hardship caused by the creation of nonconforming structures. Optional Zone T4.11 allows for greater design

flexibility if a 100 percent affordable residential project is proposed. This parallel system of coding retains the zoning designations and development standards under which the subdivisions were entitled and the properties are not deemed non-conforming. By offering these optional standards, the Development Code encourages the gradual transformation of these areas over time into an urban form more consistent with the urban design policies of the General Plan.

Special Districts

Special Districts are areas that are specially designated for their intended purpose. These areas would continue to be regulated by the existing development standards in the San Buenaventura Municipal Code. The following four such special districts are defined in the Westside Development Code: industrial development (SD), parks and open space (POS), mobile home parks (MHP), and civic uses (CD).

Alternate Park Open Space

The draft Westside Community Development Code Regulating Plan identifies three "Alternate Park Open Space" sites, over four parcels, within the Westside Community. These sites were identified as potentially suitable sites for new neighborhood parks during community workshops held by the City. These sites include an approximately 2 acre site located at the northeast corner of Kellogg Street and Ventura Avenue, the approximately 1 acre site owned by the City on the north side of Stanley Avenue, and an approximately 1.6 acre site located west of Ventura Avenue between Bell Avenue, Olive Street, and Barnett Street. If any of these sites are selected as neighborhood park sites during review and consideration of the Draft Westside Community Plan, the proposed zoning currently applied to these sites would be changed to Parks & Open Space (POS).

Development Projections

The City of Ventura has projected the amount of development likely to occur within the Westside Community Planning Area through the 2025 planning horizon year of the City's General Plan. These growth estimates include development assumed under the 2005 Ventura General Plan, development assumed in the 2006 Westside Economic Development Strategy, and adjustments based on projects recently approved and pending that represent an increase over what was projected in the General Plan.

Preliminary estimates are based on allowable densities under the proposed land uses. The amount of additional development anticipated through 2025 in the Westside Community Planning Project area, including development in the 36 acres of the area subject to the Downtown Specific Plan is as follows:

- Approximately 1,415 dwelling units

- Approximately 100,640 square feet of retail
- Approximately 163,450 square feet of office
- Approximately 77,000 square feet of industrial

Table 3.0-6, Westside Community Planning Area – Existing (2011) Development and Development Projections (2025), provides a summary of the existing (2011) development in the Westside Community Planning Area, General Plan development projections for the Westside Community Planning Area through 2025, the total development projections with the project for the Westside Community Planning Area through 2025, and the project's potential increase in development over General Plan projections through 2025 for the Westside Community Planning Area. As shown, the project would increase the development projections within the Community Planning Area by 150 dwelling units, 49,005 square feet of retail space, and 54,450 square feet of office space.

Table 3.0-6
Westside Community Planning Area
Existing (2011) Development and Development Projections (2025)

Use	Community Planning Area Existing (2011) Development	Community Planning Area General Plan Projections (2025)	Community Planning Area Development Projected by Project (2025)	Community Planning Area Increase Over General Plan Projections (2025)
Residential	4,184 du	1,265 du	1,415 du	150 du
Retail	298,181 sq ft	51,636 sq ft	100,641 sq ft	49,005 sq ft
Office	8,332 sq ft	109,000 sq ft	163,450 sq ft	54,450 sq ft
Industrial	1,056,977 sq ft	77,000 sq ft	77,000 sq ft	0
Civic/Religious/Institutional/Educational	422,658 sq ft	n/a	No change	No change

Source: City of Ventura, Community Development Department
Notes: du - dwelling units; sq ft = square feet

e. Westside Redevelopment Area Project

The Westside Redevelopment Area project (Redevelopment project and Redevelopment area) is proposed for inclusion in the City's redevelopment program with the following basic goals:

- To eliminate the existing conditions of blight
- To complete capital improvements to upgrade and improve public infrastructure
- To provide for economic revitalization of commercial and industrial enterprises

- To increase, improve, and preserve the area's supply of affordable housing

The proposed Redevelopment Plan for the Westside Redevelopment Area Project details the activities proposed to be undertaken to eliminate blight and revitalize the Redevelopment Area. New development within the proposed Redevelopment Project Area would consist of uses consistent with the General Plan, any applicable specific plans, zoning ordinances, and all other state and local guidelines, as currently adopted or amended from time to time. In addition, building standards for the proposed Redevelopment Project would be regulated by the Westside Development Code and and Downtown Specific Plan. The proposed Redevelopment Plan would not institute land use policies not otherwise permitted by the General Plan.

3.0.6 INTENDED USES OF THE EIR

This EIR will serve as the primary source of environmental information for the actions and approvals associated with the development of the project. In accordance with Section 21002.1 of the Public Resources Code, the purpose of this EIR is to provide the Lead Agency with information on the potentially significant environmental impacts that would result from implementation of the project, alternatives to the project, and mitigation measures that may reduce or avoid any significant effects. This EIR may also be used as an informational document by other public agencies in connection with any approvals or permits necessary for construction and operation of the project.

As required by the *State CEQA Guidelines* Section 15124(d), this section provides, to the extent the information is known to the City of Ventura, a list of the agencies that are expected to use this EIR in their decision making and a list of permits and other approvals required to implement the project.

a. Lead Agency

Under CEQA, the public agency that has the principal responsibility for carrying out or approving a proposed project is referred to as the Lead Agency (*State CEQA Guidelines* Section 15367). The City of Ventura acts as the lead agency for this project. Contact information is as follows:

City of Ventura
Community Development Department
501 Poli Street
Ventura, California 93002
Contact: Dave Ward, Planning Manager

The final EIR must be certified by the City of Ventura as to its adequacy in complying with the requirements of CEQA before taking any action on the proposed project. The City Council will consider the information contained in the EIR in making a decision to approve or deny the proposed project.

The project applicant, the City of Ventura, is requesting the project approvals described below, which would govern development of the proposed project. Prior to adopting the project approvals, the City of Ventura must certify that (1) the EIR has been reviewed and considered; (2) the EIR has adequately analyzed the potential impacts of the proposed project; (3) it has been completed in compliance with CEQA, the *State CEQA Guidelines*, and the City's Environmental Document Reporting Procedures and Guidelines; and (d) it reflects the independent judgment of the City Council.

The City of Ventura would be responsible for the following actions:

- Certification of the Final EIR
- Amendment of the City's General Plan to permit:
  - Changes to *Our Well Planned Community* chapter and the land use designations associated with adoption of the Westside Community Plan.
  - Changes to *Our Accessible Community* chapter and the circulation plan associated with adoption of the Westside Community Plan to permit reclassification of Cedar Street.
- Amendment of the City's Zoning Ordinance to incorporate the Westside Development Code.

The Redevelopment Agency of the City of Ventura would be responsible for the following action:

- Adoption of the Redevelopment Plan for the Westside Redevelopment Area project

b. Responsible Agencies

A public agency, other than the lead agency, that has approval power over a project is known as a responsible agency, as defined by the *State CEQA Guidelines* Section 15381. The City of Ventura is proposing the Westside Community Planning project to implement the City's General Plan by adopting the Westside Community Plan and Development Code, and to adopt the Westside Redevelopment Area Plan. Discretionary approval of the Westside Community Planning project by any agency other than the City is not required for this project.

4.0 ENVIRONMENTAL ANALYSIS

4.0.1 ENVIRONMENTAL TOPICS ADDRESSED

The City of Ventura completed a preliminary review, as described in Section 15060 of the *California Environmental Quality Act (CEQA) Guidelines*, of the proposed Westside Community Planning project and determined an EIR should be prepared for this project. A Notice of Preparation (NOP) of this EIR was then prepared and circulated for public review to gather input from other public agencies and the public to determine the environmental topics to be evaluated in this EIR.

These environmental issues and their corresponding section numbers are:

4.1 Aesthetics
4.2 Air Quality
4.3 Biological Resources
4.4 Cultural (Historic) Resources
4.5 Geology and Soils
4.6 Greenhouse Gas Emissions
4.7 Hazards and Hazardous Materials
4.8 Hydrology and Water Quality
4.9 Land Use and Planning
4.10 Noise
4.11 Population and Housing
4.12 Service Systems (Police Protection, Fire Protection, Public Schools, Parks and Recreation, Libraries, Solid Waste)
4.13 Transportation and Traffic
4.14 Utilities and Service Systems (Water, Wastewater, Energy Conservation)

Sections 4.1 through **4.14** provide a detailed discussion of the regulatory and environmental setting, impacts associated with the proposed project, cumulative impacts, and mitigation measures designed to reduce significant impacts.

Where appropriate, this Draft EIR incorporates information and analysis from the comprehensive Final EIR prepared by the City for the 2005 General Plan in the assessment of the potential environmental effects of the proposed Westside Community Planning Project. This EIR is tiered off the City of Ventura General Plan Final EIR dated August 2005 (SCH#2004101014), which is incorporated by reference. The General Plan FEIR can be read at the City of Ventura Planning Counter located at 501 Poli Street, Room,

#117, Ventura, CA. Community Plans area adopted by resolution as an amendment to the General Plan under Government Code Sec. 65350, et seq. In order to reduce redundancy, the reader is directed to the General Plan EIR for more detailed discussion of various issue areas. This EIR focuses the discussion of General Plan issues as they pertain to the Westside Community Planning project area.

4.0.2 ENVIRONMENTAL EFFECTS FOUND TO BE NOT SIGNIFICANT

Through the preliminary review and review of the comments received on the NOP, the City determined the proposed project would result in either no impact, or a less than significant impact; potential effects related to the topics identified below were determined to either be less than significant, or potentially significant, but capable of being mitigated to a less than significant level with the implementation of policies and actions identified in the City's 2005 General Plan EIR and mitigation measures identified in the Final EIR for the City's Downtown Specific Plan:

- Agricultural Resources
- Cultural (Archaeological and Paleontological) Resources
- Mineral Resources

In addition to these three topics, potential geology effects from use of septic tanks and hazards, noise, and traffic effects related to proximity to airports, were also determined to be not significant.

Section 8.0, Effects Found Not to be Significant, provides a discussion of these topics that do not require detailed analysis in this EIR because potential impacts were determined to be less than significant.

4.0.3 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader in comparing information about the various environmental issues, each section contains the following information:

- Introduction
- Environmental Setting
  - Physical Setting
  - Regulatory Framework
- Impact Analysis
  - Thresholds of Significance
  - Methodology

- Analysis, Mitigation Measures, and Residual Impacts
- Cumulative Impacts

4.0.4 TERMINOLOGY USED IN THIS ANALYSIS

For each threshold of significance evaluated in the EIR, a statement of the level of significance of the impact is provided. Impacts are categorized as follows:

Class I, Significant and Unavoidable. An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the *State CEQA Guidelines*.

Class II, Significant but Mitigable. An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made under Section 15091 of the *State CEQA Guidelines*.

Class III, Not Significant. An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.

Class IV, No Impact or Beneficial. No change in environmental conditions would occur or an effect that would reduce existing environmental problems or hazards.

4.0.5 CUMULATIVE IMPACT ANALYSIS

The term "cumulative impacts" refers to the combined effect of project impacts with the impacts of other past, present, and reasonably foreseeable future projects. Both CEQA and the *State CEQA Guidelines* require that cumulative impacts be analyzed in an EIR. As set forth in the *State CEQA Guidelines*, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. As stated in CEQA, "a project may have a significant effect on the environment if the possible effects of a project are individually limited but cumulatively considerable."

According to the *State CEQA Guidelines*:

> *Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable and which compound or increase other environmental impacts:*

(a) *The individual effects may be changes resulting from a single project or a number of separate projects.*

(b) *The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

In addition, as stated in *State CEQA Guidelines*, it should be noted that:

Either:

- *A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside control of the agency, or*
- *A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.*

For this environmental impact report (EIR), the City updated the projections in the 2005 City of Ventura General Plan for growth and development in the Westside Community Planning Project area through the year 2025. The General Plan EIR was conducted at a program level of detail. A program EIR allows the Lead Agency to consider broad policy alternatives and program-wide mitigation measures early in the program process; subsequent project-specific activities conducted under the general plan are evaluated in light of the program EIR to determine if additional environmental documentation is required (*State CEQA Guidelines* Sections 15168(b) and (c)). In cases where further compliance is required, the environmental analysis will tier from the program EIR.

The City of Ventura prepared updated projections of the amount of growth likely to occur within the Westside Community Planning Project area through the 2025 planning horizon year of the City's General Plan to serve as the basis of the environmental analysis in this EIR. These updated growth projections include the 2005 General Plan growth projections for the Westside Community Planning Area through 2025, additional development identified in the 2006 Westside Economic Development Strategy, and adjustments based on pending and approved projects since the adoption of the 2005 General Plan that represent an increase over the amount of growth projected in the General Plan.

The amount of additional development anticipated through 2025 in the Westside Community Planning Project area, including development in the 36 acres of the area subject to the Downtown Specific Plan, is summarized in **Table 3.0-6, Westside Community Planning Area – Existing (2011) Development and Development Projections (2025)** in **Section 3.0, Project Description**. This updated growth projection for the Westside Community Planning Project area is greater than the projection in the General Plan for the project area by 150 dwelling units, 49,005 square feet of retail space, and 54,450 square feet of office space. The environmental analysis in this EIR evaluates the potential impacts of this amount of growth within the Community Planning Area through the year 2025.

4.1 AESTHETICS

4.1.1 INTRODUCTION

This section evaluates potential impacts to views, scenic resources, and impacts related to light and glare that could result from implementation of the Westside Community Planning Project.

4.1.2 ENVIRONMENTAL SETTING

a. Physical Setting

Within the Westside Community Planning Project area, the Westside Community Plan area contains approximately 1,058 acres including streets and public rights-of-way. The Westside Community Plan area is generally bound by the steep hillsides to the east, Highway 33 to the west, Park Row Avenue to the south, and Ottowa Street to the north. The Community Plan area is bordered on the north by the City's North Avenue District as identified in the 2005 General Plan, and on the south by Downtown Ventura and the Downtown Specific Plan Area.

The proposed Westside Redevelopment Area Plan contains approximately 695 acres including streets and public rights of way. It is mostly located within the Westside Community Plan area, but extends south of the Westside Community Plan area to include approximately 36 acres in the City's Downtown Specific Plan Area not included in the City's existing redevelopment project area. The proposed Westside Redevelopment Area Plan begins at the southern end of Ventura Avenue just south of Park Row Avenue and north of Fix Way and Wall Street. Moving north, the Redevelopment Area generally includes properties between the bluffs and State Route 33 to the area just south of Barry Drive on the east side of Ventura Avenue and Dakota Drive on the west side of Ventura Avenue.

The existing character of the Westside Community is the result of historical development of the area in the early 1900s. As the result of the discovery of oil, the pattern of development and industrial character of the area was established. The Westside community was primarily developed with housing for workers in the oil fields present in the North Avenue area, north of the Westside community area, where development primarily consisted of oil-related industrial uses. By the 1970s, oil production and oil industry support uses began to decline in the area.

The Westside Community is characterized by an interconnected, pedestrian-scale grid of workforce housing neighborhoods dating back to the early part of the 20th century. This community is divided into eastern and western halves by Ventura Avenue. Several disconnected alleyways and frequently spaced

narrow residential streets provide residents with pedestrian-oriented paths to access Ventura Avenue, the primary roadway serving the area. Along Ventura Avenue, commercial development ranges from small single-story shops to larger two- and three-story mixed-use buildings. There are often abrupt transitions between industrial and residential land uses, coupled with a discontinuous pattern of industrial land uses along Ventura Avenue and Olive Street with a result being an inconsistent pattern of building massing and scale along Ventura Avenue north of Stanley Avenue.

Key visual features in the planning area and surrounding areas are described below.

Hillsides

To the east of the planning area are the rolling hills and steep mountains of the Coastal Range. West of the Ventura River, and the Westside Community Planning Project Area, hills containing mesas and steep bluffs provide variation and create visual interest for views from the planning area. These hillside areas to the east and west of the Community Planning Project Area have slopes ranging from 20 percent to 60 percent, with scattered mesas and rolling terrain. In addition to providing distinctive views from the planning area looking east, the hillsides provide residents and visitors panoramic views of the City and the ocean. Grant Park, which is adjacent to the eastern boundary of the Community Plan Area, affords the best public access to vista points.

Hillsides dominate much of the city landscape and can be seen from throughout the planning area. The visual quality of the hillsides is a function of their open space, partially agricultural character, and topographic diversity. The visual condition of the hillsides varies widely depending on whether and how an area has been developed (residential or industrial) and how visible it is. The hills west of the Ventura River have a significant amount of oil production activity that is not screened and is highly visible from portions of West Ventura, including State Route 33.

Rivers and Barrancas

The Ventura River and its associated floodplain form a distinctive landmark along the western boundary of the City as it parallels the State Route 33 for several miles. Views of the river from the highway are limited by the levee between the river and the freeway.

Agricultural and Open Space

The Westside Community Planning Project area does not contain any active agricultural areas. One parcel in the northern portion of the project area was previously cultivated with an orchard. However, this parcel was designated for residential development on the 2005 City General Plan Land Use Map, as

well as having been so designated for urban development in the City's 1989 Comprehensive Plan. A residential project containing 206 housing units was approved in 2007 for this parcel, and since a Statement of Overriding Consideration was adopted for the 2005 General Plan Final EIR for the planned conversion of some agricultural parcels in the City, the Mitigated Negative Declaration adopted by the City for this parcel found impacts to agricultural resources to be less than significant. This site did not share the aesthetic value present in larger agricultural areas in the southern portion of the City identified as a visual resource in the 2005 General Plan and General Plan EIR, and was not considered a visual resource for this reason.

A substantial area of undeveloped open space is located in the northeastern portion of the planning area adjacent to residential development at the eastern end of Seneca Drive, and smaller open space areas are scattered along the area's western boundary, including the Ventura River Trail.

View Corridors

The City's General Plan identifies a number of important view corridors with particular scenic value. These corridors define the vantage points for the largest number of views. State Route 33, which runs along the western boundary of the planning area, is the nearest such corridor. State Route 33 is the primary route linking Ventura to the Ojai Valley to the north. This highway runs along the Ventura River at the western boundary of the City. Travelers entering or leaving the City along this route have views of hillsides to the east past the planning area.

Districts and Corridors

As defined in the City's General Plan EIR, corridors often form boundaries, as well as connections, between neighborhoods and/or districts. Corridors frequently encompass major access routes, especially ones with commercial destinations. Corridors can also incorporate parks or natural features such as streams or canyons. Ventura Avenue is identified as a corridor in the General Plan EIR, which characterizes the corridor as a mix of older, small-scale commercial, industrial, and residential uses, which retains a pedestrian scale. The corridor has been undergoing visual improvements over the past several years, though a large number of buildings that are either vacant or lacking maintenance remain.

Light and Glare

The majority of the planning area is urban and includes outdoor lighting associated with development. Light pollution is present in and around the City, particularly in the vicinity of development, but is fairly localized. Nighttime illumination is currently generated by streetlights and vehicular lights associated

with roadways, as well as housing developments. Glare is created by exterior building materials, surface paving materials, and vehicles traveling or parked on roads and driveways. Any highly reflective facade materials are of particular concern, as buildings reflect sunlight.

b. Regulatory Framework

Development in the City is subject to the following regulatory programs aimed in part at the preservation of the community's visual character.

Zoning Ordinance

The Zoning Ordinance implements the City General Plan by establishing setback, parking and sign standards, building height limits, hillside development restrictions, and building densities.

Hillside Management Program

The Hillside Management Program defines a slope/density formula to be used in determining the appropriate density of development in hillside areas. In addition, this land use designation requires that any proposed project meet the objectives, policies, and submittal requirements contained in the Hillside Management Program.

General Plan

The *Our Natural Community* chapter of the City's 2005 General Plan sets forth the City's goals and policies with respect to the preservation of existing resources, including visual resources. The following policies and actions from this chapter of the General Plan apply to the proposed project:

Policy 1B Increase the area of open space protected from development impacts.

Action 1.12 Update the provisions of the Hillside Management Program as necessary to ensure protection of open space lands.

Action 1.13 Recommend that the City's Sphere of Influence boundary be coterminous with the existing City limits in the hillsides in order to preserve the hillsides as open space.

Action 1.14 Work with established land conservation organizations toward establishing a Ventura hillsides preserve.

Action 1.15 Actively seek local, state, and federal funding sources to achieve preservation of the hillsides.

The *Our Well Planned and Designed Community* chapter of the City's 2005 General Plan sets forth the City's goals and policies with respect to future development within the City, including how such development should interact with visual resources. The following policies and actions from this chapter of the General Plan apply to the proposed project:

Policy 3A Sustain and complement cherished community characteristics.

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

Action 3.3 Require preservation of public view sheds and solar access.

Action 3.5 Establish land development incentives to upgrade the appearance of poorly maintained or otherwise unattractive sites, and enforce existing land maintenance regulations.

Action 3.6: Expand and maintain the City's urban forest and thoroughfare landscaping, using native species, in accordance with the City's Park and Development Guidelines and Irrigation and Landscape Guidelines.

Policy 3E Ensure the appropriateness of urban form through modified development review.

Action 3.23 Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation.

The *Our Accessible Community* chapter of the City's 2005 General Plan sets forth the City's goals and policies with respect to future transportation development within the City, including how such development should interact with visual resources. The following policy and actions apply to the proposed project:

Policy 4D Protect views along scenic routes.

Action 4.36 Require development along the following roadways – including noise mitigation, landscaping, and advertising – to respect and preserve views of the community and its natural context.

- State Route 33
- U.S. HWY 101
- Anchors Way
- Brakey Road
- Fairgrounds Loop
- Ferro Drive
- Figueroa Street
- Harbor Boulevard
- Main Street
- Navigator Drive
- North Bank Drive
- Poli Street/Foothill Road
- Olivas Park Drive
- Schooner Drive
- Spinnaker Drive
- Summit Drive
- Telegraph Road – east of Victoria Avenue
- Victoria Avenue – south of U.S. 101
- Wells Road

Action 4.37 Request that State Route 126, 33, and U.S. HWY 101 be designated as State Scenic Highways.

Action 4.38 Continue to work with Caltrans to soften the barrier impact of U.S. HWY 101 by improving signage, aesthetics, and undercrossings and overcrossings.

Action 4.39 Maintain street trees along scenic thoroughfares, and replace unhealthy or missing trees along arterials and collectors throughout the City.

Downtown Specific Plan

Goals and policies of the City's adopted Downtown Specific Plan apply to the 36 acres in the southern portion of the Westside Community Planning Project area located within the Redevelopment Area Project boundary but outside the Westside Community Plan area.[1] The development code adopted with the Downtown Specific Plan, as contained in chapter 24.250 of the City's Municipal Code, includes Urban Standards in Article II, standards for Building Types in Article III, standards for Frontage Types in Article IV, and Design Guidelines in Article V that apply to the portion of the proposed Westside Community Planning Project area located within the City's Downtown Specific Plan Area. As California Redevelopment Law requires projects to be consistent with applicable General Plan, Specific Plan, and zoning provisions in effect at the time of implementation and as may be amended, no potential impacts would occur in this portion of the Redevelopment Area Plan.

4.1.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section I, Aesthetics, the following significance thresholds are used to evaluate project impacts related to Aesthetics.

AES-1 Would the project have a substantial adverse effect on a scenic vista?

AES-2 Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

AES-3 Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

AES-4 Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

AES-5 Would the project result in excessive shadows on residential or other sensitive properties?

b. Methodology

The analysis in this section assesses the existing conditions of the aesthetic values of the Westside Community Planning Project area identified in the City's 2005 General Plan. Existing visual

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1 City of Ventura, *Downtown Specific Plan*, adopted March 2007.

characteristics of hillside views from identified scenic corridors (State Route 33), views of the Ventura River, and the pedestrian-scaled Ventura Avenue district are considered, and the changes from project implementation form the basis of the following analysis.

c. Analysis, Mitigation Measures, and Residual Impacts

The Westside Community Plan provides the following policies and actions intended to address aesthetics in Chapter 12.1, *Our Natural Community*, Chapter 12.2, *Our Prosperous Community*, Chapter 12.3, *Our Well Planned Community*, and Chapter 12.4, *Our Accessible Community*:

Policy 12 A — Restore and enhance connection to the Ventura River Trail.

- Action 12.1.1 — Enhance connection to the Ventura River Trail to increase access for all residents especially at Simpson and Riverside Streets.

Policy 12 B — Participate with stakeholders and agencies to protect natural resources and enhance the Ventura River.

- Action 12.1.2 — Assist and work regionally with the County and Ventura River stakeholders in the creation of the Ventura River Parkway for watershed and recreation planning.

Policy 12 J — Encourage high quality, sustainable, and green development project designs that reflect environmental quality and consideration of long-term benefit over short-term gain.

- Action 12.2.18 — Expand the range of building and site design options that are permitted in order to further reduce the environmental footprint of new development in the community. Action implemented through Regulating Code.
- Action 12.2.19 — Establish cost-effective private property design standards to provide visual buffers to screen industrial business operations from public right-of-ways. Action implemented through Regulating Code.
- Action 12.2.20 — Identify funding or incentive programs to assist property owners in property improvements to screen industrial operations and reduce off-site visual impacts.

Policy: 12 K — Establish flexible form-based standards conducive to successful mixed-use development that provides residential and business opportunities at all economic levels.

Action 12.2.21 — Allow commercial businesses to be located where they benefit from traffic flow and visibility in order to capture market support from outside the Westside Community. Action implemented through Regulating Code.

Policy 12 L — Develop public squares through dedication of pedestrian oriented space in new development along the Ventura Avenue Corridor.

Action 12.3.1 — Install gateway monumentation within the right of way at the intersections of Ventura Avenue at Stanley Avenue, and Stanley Avenue at Olive Street.

Action 12.3.2 — Create more intensive core 0.25 mile pedestrian development areas along Ventura Avenue between Park Row to Kellogg; Warner to Lewis, and at Stanley Avenue.

Action 12.3.3 — Provide development intensity incentives to create community open space and plazas at intensity nodes.

Policy 12M — Preserve existing Westside neighborhood character and integrate local history and cultural heritage into urban form and daily life.

Action 12.3.5 — Maintain the scale of new buildings compatible with existing neighborhoods.

Action 12.3.6 — Provide a transition in the buildings and urban form of the edges between the Downtown Specific Plan and Westside Plan.

Action 12.3.8 — Maintain the existing historically built character with regard to the increments of building, blocks, and neighborhoods that form the Westside.

Policy 12 N — Integrate the design principles of Traditional Neighborhood Development into Westside community-scale and building-scale plan.

Action 12.3.12 Revise allowable park standards to accommodate urban greens and green spaces within urbanized area. Action implemented through Regulating Code.

Policy 12 O Revitalize former and present industrial sites in the Westside Industrial area south of Stanley Avenue.

Action 12.3.14 Establish a cohesive strategy for redevelopment of former oil industrial areas along Stanley Avenue and Olive Street to accommodate green and high tech sector industries. Action implemented through Regulating Code.

Action 12.3.15 Renovate uses on Ventura Avenue south of Stanley, including a combination of residential and mixed-use development. Some of the mixed-use development could include and/or retain light industrial use. Action implemented through Regulating Code.

Policy 12 P Enhance the streetscape of the Westside.

Action 12.3.19 Protect existing trees and plant new trees, especially along Ventura Avenue.

Action 12.3.20 Add trees, streetscape improvements, public art, and architectural elements along Ventura and Olive Avenues. Action implemented, in part, through Regulating Code.

Action 12.3.21 Explore with Westside property owners the placement of neighborhood street trees on private parcels.

Policy 12 Q Improve roadway design along Ventura Avenue to enhance pedestrian safety, facilitate safe crossing of pedestrians and bicyclists, and improve parking. Ensure that the Westside circulation system is interconnected and usable by all modes of transportation.

Action 12.4.1 Develop street standards that emphasize the safe and efficient movement of vehicles, pedestrian safety, streetscapes, and compatibility with adjoining urban features and incorporate naturalistic 'green street'

design elements into the streetscapes. Action implemented through Regulating Code.

Action 12.4.4 City Public Works will utilize tools such as improved signage, signalization, and curb extensions to provide improved bicycle and pedestrian safety crossings across Ventura Avenue at locations such as Vince, Warner, McFarland, and DeAnza when funding is available.

Action 12.4.5 Consider restricting commercial truck loading along Ventura Avenue to ensure parking for customers and facilitate pedestrian and bicycle mobility.

The Westside Community Plan Development Code provides standards for future development under the proposed new land uses. The development code provides five basic transect zones. For each zone, the development code provides standards for frontage, building types, streetscapes, mixed development, signage, and parks and open space. The design standards provided in these sections of the development code address items not usually considered in traditional zoning codes, and provide guidelines for future development that are both more flexible in terms of types of uses and structures and more detailed in terms of the design requirements for future development.

Frontage Standards

The character and arrangement of the private frontage is regulated by the frontage standards provided in Section 24W.204 of the Westside Community Plan Development Code. The frontage standards are intended to create a particular and appropriate transitional relationship between the private and public realm. The relationship between the private and public realm is what collectively defines the nature of the streetscape. Frontage types are required for all buildings within each zone and represent a range of extensions of the basic façade of the building.

Building Type Standards

The development regulations provided in Section 24W.206 of the Westside Community Plan Development Code are structured by the definition of distinct building types that have been identified as specifically appropriate to Ventura and to the Westside Area in scale, configuration, and character. Particularly on deep lots, there is an opportunity to successfully mix these types within a single development project to ensure a reasonable degree of variety in the massing and organization of the

buildings and open spaces on the lot, and variation on the frontages at a scale appropriate to Westside, thus avoiding a "mega-project" appearance.

Streetscape Standards

Section 24W.208 of the Westside Community Plan Development Code identifies the street and streetscape types allowed within the Westside Area and provides design standards for each type to ensure that future development is consistent with the City's goals for character and quality of the public realm of the street.

Mixed Development Standards

Section 24W.210 of the Westside Community Plan Development Code regulates the development of large parcels or parcel assemblages. The intent is to generate buildings with massing and articulation that reflect the scale of the Westside area, and to prevent large monolithic and repetitive buildings. Large development projects are required to be composed of multiple structures and would be designed to have the appearance of multiple independent buildings. A variation in building height and a mix of various building and dwelling types within the same project is required in order to reflect the scale and the rhythm of the traditional development pattern that characterizes the Westside.

Sign Standards

Section 24W.211 of the Westside Community Plan Development Code contains standards and guidelines for signage to ensure that signs installed in the Westside corridor are consistent with the overall quality and character of new development.

Parks and Open Space Standards

Section 24W.212 of the Westside Community Plan Development Code identifies the open space types allowed within the Westside area as a required component of new development. The General Plan identifies the need for new neighborhood parks at a standard of 2 acres per 1,000 residents. This section also provides design standards for each type to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of the street.

Overlay and Optional Zones

In addition to the basic transect zones, the development code would establish five overlay zones, which would allow refinements to the transect zones in specified areas. Finally, the development code provides

optional zones, to offer an alternate, form-based set of regulations for properties that were recently developed or entitled as part of a non form-based residential sub-division.

AES-1 Would the project have a substantial adverse effect on a scenic vista? (Class III, Not Significant)

Analysis

Existing development within the planning area consists of mostly commercial structures along the east and west sides of Ventura Avenue. Existing structures range from one to three stories in height. Development further east and west of Ventura Avenue consists primarily of residential structures one and two stories in height. The Ventura River is located west of the planning area beyond State Route 33, and cannot be seen from most locations within the planning area. As noted in the City's 2005 General Plan, the primary aesthetic value of the planning area is its pedestrian scale. Views of hillsides and ridgelines are available to the west from most locations within the planning area. Existing conditions within the project area are illustrated in **Figures 4.1-1** through **4.1-3**.

The Westside Community Plan Development Code would allow for the development of structures from one to four stories in height, with the majority of development one to two stories in height. The Westside Development Code provides incentive bonuses to encourage the provision of public open space by allowing future projects that provide public plazas to construct an additional story beyond what is permitted in the T4.11 and T5.5 subzones. The subzones and applicable standards are summarized in **Table 4.1-1, Westside Community Plan Zones**.

Table 4.1-1
Westside Community Plan Zones

Zone	Description	Maximum Stories	Front Setback Minimum (feet)	Height Maximum (feet)
T3.5	Neighborhood General	2	15	28
T3.6	Neighborhood General 6	2	15	28
T4.11	Urban General	3	5	40 (parapet) 45 (ridgeline)
T5.5	Urban Center	4	5	48 (parapet) 56 (ridgeline)
SD1	Special Industrial District 1	3	10	48 (parapet) 56 (ridgeline)

Structures more than two stories in height would be permitted in the T4.11 andT5.5 zones, and the Special Industrial District. As shown in the regulating plan (see **Figure 3.0-6**), the T4.11 zone would be applied primarily along Ventura Avenue on both sides of the street, in the portion of the Westside Community Plan Area east of Ventura Avenue and south of Kellogg Street, on both sides of Ramona Street, and on both sides of Olive Street north of Ramona Street. The T5.5 zone would be applied primarily on parcels fronting Ventura Avenue on both sides of the street, locating the most intensive urban development along the Westside area's existing commercial core. The SD1 zone would be applied primarily in the western portion of the planning area, consistent with the existing industrial development characteristic of this area.

Standards for the T4.11 subzone provided in the Westside Development Code require that stories above the second story contain no more than 60 percent of the floor area of the building footprint. Standards for the T5.5 subzone require that stories above the third story contain no more than 50 percent of the building footprint. This would result in stepped back upper stories on the highest structures permitted in these zones, which would reduce potential impacts to views. **Figures 4.1-4** through **4.1-6** illustrate views from off-site areas and the planned scale and intensity of development within the planning area under the Westside Community Plan.

State Route 33

Views from State Route 33 looking toward the planning area are intermittent, as highway landscaping screens much of the planning area from the highway. Where views are available, they consist of existing urban development within the planning area in the foreground and middle ground, and views of hillsides and ridgelines in the distance. Development permitted under the Westside Community Plan would alter views as new structures replace existing development. As previously discussed, the Westside Community Plan Development Code would permit structures up to five stories in height, with most reaching one to two stories in height. As discussed above, the T5.5 zone, which would allow structures up to five stories high, would be located along Ventura Avenue along the Westside area's existing commercial core. The SD1 zone, which would allow structures up to three stories high, would be established primarily in the western portion of the planning area adjacent to State Route 33, consistent with the existing industrial development characteristic of this area. While some new structures would be higher than existing development, the distance from the highway to these structures would allow unobstructed views of hillsides and ridgelines. This would not constitute a substantial adverse impact.

FIGURE **4.1-1**

View of Westside Looking West from Grant Park

0145-017•10/11

FIGURE **4.1-2**

Representative Views of Ventura Avenue

0145-017•10/11

FIGURE **4.1-3**

Representative Views of Residential Neighborhoods and Hillsides

0145-017•10/11

FIGURE **4.1-4**

Simulated View Looking West from Grant Park

0145-017•10/11

FIGURE **4.1-5**

Simulated View Looking Northeast from Ventura Avenue and Stanley Avenue

0145-017•10/11

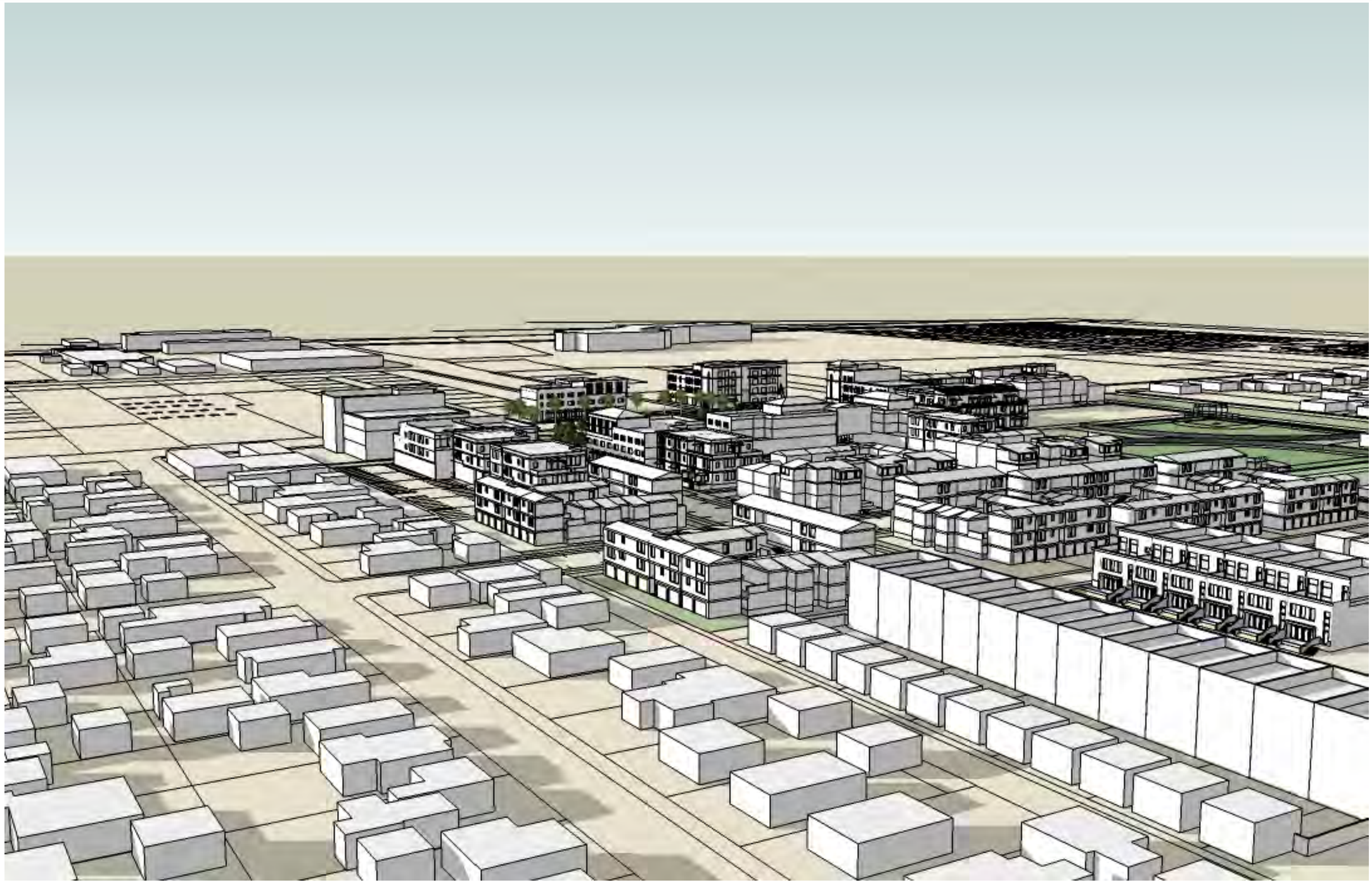

FIGURE **4.1-6**

Simulated View Looking Northeast from Olive Street and McFarlane Drive

0145-017•10/11

Ventura Avenue Corridor

While the Ventura Avenue Corridor is not identified as a scenic view corridor, the 2005 General Plan Final EIR identifies impacts to views from corridors from intensification of development due to the 'Infill First' strategy of the 2005 General Plan. The Westside Community Plan would provide a form-based code emphasizing pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation, as is called for in General Plan Action 3.23. Future development under the Westside Community Plan development Code would preserve and enhance the pedestrian scale of the corridor and generally enhance visual character by adding appropriately scaled infill development and reducing pressure for development at the City's periphery.

The proposed Westside Development Code includes standards for the T4.11 Urban General 11 and T5.5 Urban Center Zones in Sections 24W.200.040 and 24W.200.050 of the Code addressing building placement, building heights and setbacks, and parking placement that limits the size and location of upper stories to reduce impacts to visual character and shading. **Figures 4.1-7** and **4.1-8** illustrate views of the Ventura Avenue corridor with building designs that reflect the proposed standards in the proposed Westside Development Code.

As shown in **Figure 4.1-7**, building heights would be higher along Ventura Avenue and lower in the rear portions of lots adjacent to existing residential development. **Figure 4.1-8** illustrates the requirement in Section 24W.200.050 of the Westside Development Code that a fourth story may occupy only 50 percent of the building footprint in the T5.5 Zone. Third stories may occupy only 60 percent of the building footprint in the T4.11 Zone.

Westside Community Plan Policies 12L, 12M, 12P, and 12Q, along with their implementing actions, would result in the expansion and enhancement of existing pedestrian infrastructure by implementing the Westside Community Plan Development Code's streetscape standards, which identify detailed development standards for specific streets in need of pedestrian improvements. The Westside Community Plan would also improve pedestrian infrastructure by providing improved signage, signalization, and curb extensions to provide bicycle and pedestrian crossings at appropriate Ventura Avenue intersections. Development under the Westside Community Planning Project would not result in a substantial adverse impact and would be beneficial.

Hillsides

Hillside views are visible from public views along east-west streets that intersect Ventura Avenue and would not be affected by building heights. Views from north-south running streets and buildings west of Ventura Avenue are intermittent, although views of hillsides and ridgelines are available across some vacant parcels or properties developed with single-story structures. In areas east of Ventura Avenue, hillside views are more prominent due to the residential scale of these neighborhoods. As previously discussed, the Westside Community Plan Development Code would permit structures up to five stories in height, with most reaching one to two stories in height. As discussed above, the T4.11 and T5.5 subzones, which would allow structures up to five stories high, that would be located along Ventura Avenue along the Westside area's existing commercial core, and Stanley Avenue. The SD1 zone, which would allow structures up to three stories and 56 feet in height, would be established primarily in the western portion of the planning area adjacent to State Route 33, consistent with the existing industrial development characteristic of this area. This would be generally consistent with existing development, although increased building heights and development of currently vacant parcels would obstruct some views currently available from Ventura Avenue. Nevertheless, the majority of public views of hillsides, especially those down streets that intersect Ventura Avenue, would remain. The building form and other standards included in the proposed Westside Development Code will serve to preserve these views by limiting the size of the upper stories of new buildings Development under the Westside Community Planning Project would, therefore, not result in a substantial adverse impact to existing views of the surrounding hillsides from the Westside Community.

Agricultural and Open Space

Existing open space within the planning area would be preserved by being included in the Parks and Open Space District provided in the Westside Community Development Code. The proposed Westside Plan would also not result in the conversion of any land currently under agricultural cultivation or designated for agricultural use in the City's 2005 General Plan.

Rivers and Barrancas

The Ventura River is not visible from the planning area, as a levee and State Route 33 separate the two areas. Development permitted under the Westside Community Planning Project would therefore not affect views either of or from the Ventura River and would not constitute a substantial adverse impact.

SOURCE: City of Ventura – December 2011

FIGURE **4.1-7**

Visual Simulation of Building Heights and Setbacks

0145-017•12/11

SOURCE: City of Ventura – December 2011

FIGURE **4.1-8**

Visual Simulation of Building Heights and Setbacks

0145-017•12/11

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

AES-2 Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Analysis

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

The Westside Community Planning Project area is primarily developed with urban uses. A total of 10 properties currently appear eligible for the National Register through survey evaluation. Within the Westside Community Plan area, there were 25 properties that appear to be individually eligible for local listing or designation through this survey evaluation. An additional seven properties are already listed locally. These properties are discussed in detail in **Section 4.4, Cultural (Historic) Resources**. The Westside Community Plan Development Code provides policies that would ensure historic resources are identified and protected within the planning area.

The majority of the planning area is developed with urban uses. No rock outcroppings are present within urban portions of the planning area, and trees consist primarily of ornamental varieties. However, one large open space area in the northern portion of the planning area is undeveloped open space that contains geological formations with aesthetic importance and mature native trees, including mature oak trees near the Vista del Mar hospital site. This area would be designated as Parks and Open Space under the Westside Community Plan, which would preserve the open space character of the parcel. California walnut trees along the proposed Cedar Street extension and other trees in the planning area would be protected by Action 12.3.19, which requires protection of existing trees and the provision of new trees, especially along Ventura Avenue. Impacts would therefore be less than significant.

The portion of the planning area not subject to the Westside Community Plan is subject to the goals and policies provided in the City's General Plan and the Downtown Specific Plan. These goals and policies

would ensure that future development in this portion of the planning area does not adversely affect scenic resources.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

AES-3 Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Analysis

The Westside Community Plan provides goals and policies designed to enhance the visual quality of the planning area as individual properties are developed consistent with the Westside Community Plan Development Code.

The Westside Community Plan would provide a form-based code emphasizing pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation, as is called for in General Plan, *Well Planned and Designed Community Chapter,* Action 3.23. As discussed above, the plan provides detailed development standards for frontage, building types, streetscapes, mixed development, signage, and parks and open space. Implementation of these standards would ensure that future development within the planning area is designed appropriately for the Westside Area in scale, configuration, and character. Requirements for setbacks, articulation, architectural, structural diversity within large developments, and the provision of streetscape features would ensure that as individual projects are developed, the aesthetic goals of the City and the Westside community are met.

Compliance with goals and policies provided in the Westside Community Plan, General Plan, and Downtown Specific Plan, as applicable, would ensure that the visual quality of the planning area and its surroundings are not substantially degraded.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

AES-4 Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Analysis

The planning area is currently developed with primarily urban uses, which constitute an existing source of light and glare. The increased development intensity forecast to occur under the Westside Community Planning Project would incrementally increase the amount of light and glare within the planning area. Sources of increased light would include streetlights, vehicular traffic, and lighting on commercial and residential structures. Increased glare is generally caused by the use of reflective building materials and window glass. The Westside Community Plan Development Code provides development standards for commercial signage that would limit the increase in light as a result of commercial development. Adherence to goals, policies, and development standards of the Westside Community Plan, General Plan, and the Downtown Specific Plan, as applicable, would ensure that impacts related to light and glare would not substantially affect day or nighttime views in the area.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

AES-5 Would the project result in excessive shadows on residential or other sensitive properties? (Class III, Not Significant)

Analysis

Existing development within the planning area consists of primarily single-story structures with some two-and three-story structures located along Ventura Avenue. Taller structures that would be allowed under the proposed Westside Community Development Code standards have the potential to cast shadows on adjacent buildings or open space areas, which may be sensitive to prolonged periods of shadow. Residential development, schools, and parks are the types of uses generally considered sensitive to shade and shadow. As the sun traverses the sky, shadows move from west to east and, therefore,

sensitive uses located to the west or east of tall structures are most likely affected by shading from new buildings.

The Westside Community Development Code would allow development of structures up to five stories, in special circumstances, and 56 feet in height, although most development is expected to be two to three stories in height. Based on the subzones as defined in the Westside Community Regulating Plan (see **Figure 3.0-7**), the sensitive uses most likely to be affected by shade and shadow would be residential neighborhoods located to the east and west of higher structures located along Ventura Avenue.

As discussed previously, the Westside Development Code requires that upper stories of structures in the T4.11 and T5.5 subzones be smaller in size than the overall building footprint back, which would reduce the shadows cast by taller buildings. The maximum building height in the T.11 Urban General 11 zone is two and a half stories with 60 percent of the building footprint allowed to be three stories in height. The maximum allowed height of a flat roof is limited to 40 feet and the maximum height of a sloped roof at the roof ridge is 45 feet in the T4.11 Zone. The maximum building height in the T.5.5 Urban Center Zone is three and a half stories with 50 percent of the building footprint allowed to be four stories in height. The maximum allowed height of a flat roof is limited to 48 feet and the maximum height of a sloped roof at the roof ridge is 56 feet in the T.5.5 Zone. The Development Code includes a Public Open Space Incentive for the T4.11 and T5.5 Zones that permits a building to have an additional story if the project is proposed on a parcel that is greater than 0.5 acre in size and a public plaza or square is provided that is consistent with the standards in Section 24W.212.030 in the Development Code for Parks and Open Space. These standards require that a square be a minimum of 0.25 acre in size and plazas be a minimum of 5,000 square feet in size.

In addition, the Westside Development Code requires that off-street parking be located behind buildings in the T4.11 and T5.5 subzones, which would provide a buffer between taller buildings and adjacent uses.

Solar-sensitive uses located adjacent to taller buildings would be temporarily shaded in the early morning and late evening hours, but these shadows would be limited in extent and duration by the building configurations permitted by the proposed Development Code, as discussed above and illustrated in **Figures 4.1-7** and **4.1-8**. With the implementation of requirements provided in the Westside Development Code, impacts related to shade and shadow would be a less than significant level.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

d. Cumulative Impacts

The Westside Community Planning Project includes new proposed development standards for the existing developed Westside Community, and would guide and regulate future development in the Westside Community Plan Area. Development in the Westside Redevelopment Area Project located outside the Community Plan Area would continue to be subject to the standards in the City's adopted Downtown Specific Plan. As discussed above, the proposed project would preserve existing open space within the planning area, and would result in no significant impacts to aesthetic resources.

Cumulative development under the City's 2005 General Plan would have a significant impact on scenic resources based on the conversion of large tracts of agricultural land to urban development. As identified in the City's 2005 General Plan EIR, the affected parcels are located in the extreme southern portion of the City. The proposed project would not contribute to the conversion of these parcels, and would therefore not have a cumulatively considerable contribution to significant aesthetic impacts. Cumulative impacts would therefore be Class III, Not Significant.

4.2 AIR QUALITY

4.2.1 INTRODUCTION

This section describes the ambient air quality of the local and regional area and provides a comparison of existing air quality to applicable state and federal pollutant standards. In addition, sources of air emissions in the vicinity of the project site are identified and discussed. This section also identifies the plans and policies developed in efforts to improve air quality. Finally, this section evaluates potential air quality impacts associated with construction and operation of the proposed project and identifies mitigation measures to reduce those potential impacts. Sources utilized in this discussion include the Ventura County Air Pollution Control District (VCAPCD) Air Quality Management Plan*, air quality data from the California Air Resources Board (CARB), and the* Ventura County Air Quality Assessment Guidelines*. Air emission calculations conducted for the project are contained within* ***Appendix 4.2*** *of this environmental impact report (EIR).*

4.2.2 ENVIRONMENTAL SETTING

a. Physical Setting

Climate and Meteorology

Southern California lies in a semi-permanent high-pressure zone of the Eastern Pacific region. The Mediterranean-type climate of Ventura County, as with all of Southern California, is regulated by the strength and location of the semi-permanent high-pressure center over the Pacific Ocean and the moderating effect of the nearby oceanic heat reservoir. Local climate conditions are characterized by dry, warm summers; mild, wet winters; infrequent rainfall; moderate daytime onshore breezes; and relatively low humidity. Summertime weather is dominated by the movement and intensity of the semi-permanent high-pressure system that is normally centered several hundred miles southwest of California. In the spring, summer, and fall, the climate is heavily influenced by marine air. Light winds in the region allow marine air to regulate temperatures and airflow during these periods. In the winter, low-pressure weather systems originating in the northern Pacific Ocean bring clouds, wind, and rain into Southern California. Santa Ana winds, caused by high pressure in the high plateau region northeast of California, occur intermittently during winter and fall.

The Southern California area has been divided into several geographical air basins. The County of Ventura is located within the South Central Coast Air Basin (SCCAB), which comprises Ventura, Santa Barbara, and San Luis Obispo Counties. The City of Ventura experiences the mild, Mediterranean climate typical of Southern California. Average high temperatures in the Ventura area range from about 65 to

74 degrees Fahrenheit and average low temperatures range from about 43 to 55 degrees Fahrenheit. Precipitation averages 15 inches per year, with the majority of rainfall occurring from November through April.[1] Prevailing winds along the Ventura coast blow westerly and northwesterly. During the fall, Santa Ana winds reverse the prevailing airflow and bring dry, hot gusts that often have greater air movement.

Regional Air Quality Setting

Air emissions are generated by a variety of sources in Ventura County. Motor vehicles traveling along local roadways are a major source. Agricultural activities such as diesel- and gasoline-powered equipment (e.g., tractors, trucks) and pesticide spraying also emit air pollutants. Finally, residential land uses in the region also emit air pollutants in the form of household products and cleaners.

The topography and climate of Ventura County combine to make it an area of significant smog potential. Temperature inversions occur frequently at approximately 800 to 1,000 feet above mean sea level and are most persistent during late summer and early fall. Temperature inversions occur when a warm air mass descends over a lower, cooler, moist marine air layer. The warm upper layer forms a cap over the marine layer and inhibits the air pollutants generated near the ground from dispersing upward. Light summer winds and the surrounding mountains further limit the horizontal dispersal of pollutants. Concentrating volumes of pollutants in this manner allows the summer sunlight to generate high levels of photochemical smog. In the winter, cool ground temperatures and very light winds can cause extremely low inversions and air stagnation, trapping pollutants during the late night and early morning hours.

The determination of whether a region's air quality is healthful or unhealthful is made by comparing contaminant levels in ambient air samples to national and state standards. California and the US EPA have established health-based air quality standards for the following criteria air pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM10), fine particulate matter (PM2.5), and lead (Pb). These standards were established to protect sensitive receptors with a margin of safety from adverse health impacts due to exposure to air pollution. The California standards are more stringent than the federal standards, and in the case of PM10 and SO_2, much more stringent. California has also established standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. The state and national ambient air quality standards for each of the monitored pollutants and their effects on health are summarized in **Table 4.2-1, Ambient Air Quality Standards**.

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1 Western Regional Climate Center, "Ventura, California (Station 049285)," http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca9285. 2011.

Table 4.2-1
Ambient Air Quality Standards

Air Pollutant	Concentration/Averaging Time		Most Relevant Health Effects
	State Standard (CAAQS)	Federal Primary Standard (NAAQS)	
Ozone	0.09 ppm, 1-hr. avg. 0.070 ppm, 8-hr avg.	0.075 ppm, 8-hr avg. (3-year average of annual 4th-highest daily maximum)	(a) Pulmonary function decrements and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; and (f) Property damage
Nitrogen Dioxide[1]	0.18 ppm, 1-hr avg. 0.030 ppm, annual arithmetic mean	0.100 ppm, 1-hr avg. (3-year avg. of the 98th percentile of the daily maximum 1-hour avg.) 0.053 ppm, annual arithmetic mean	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extrapulmonary biochemical and cellular changes and pulmonary structural changes; and (c) Contribution to atmospheric discoloration
Carbon Monoxide	20 ppm, 1-hr avg. 9.0 ppm, 8-hr avg.	35 ppm, 1-hr avg. (not to be exceeded more than once per year) 9 ppm, 8-hr avg. (not to be exceeded more than once per year)	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and (d) Possible increased risk to fetuses
Sulfur Dioxide[2]	0.25 ppm, 1-hr. avg. 0.04 ppm, 24-hr avg.	0.075 ppm, 1-hr avg. (3-year avg. of the 99th percentile)	Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath and chest tightness during exercise or physical activity in person with asthma
Respirable Particulate Matter (PM10)	50 μg/m^3, 24-hr avg. 20 μg/m^3, annual arithmetic mean	150 μg/m^3, 24-hr avg. (not to be exceeded more than once per year on average over 3 years)	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
Fine Particulate Matter (PM2.5)	12 μg/m^3, annual arithmetic mean	35 μg/m^3, 24-hr avg. (3-year average of 98th percentile) 15 μg/m^3, annual arithmetic mean (3-year average)	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; and (c) Increased risk of premature death from heart or lung diseases in the elderly
Lead[3]	1.5 μg/m^3, 30-day avg.	1.5 μg/m^3, calendar quarter 0.15 μg/m^3, 3-month rolling average	(a) Increased body burden, and (b) Impairment of blood formation and nerve conduction
Visibility-Reducing Particles	Reduction of visual range to less than 10 miles at relative humidity less than 70%, 8-hour avg. (10:00 AM–6:00 PM)	None	Visibility impairment on days when relative humidity is less than 70 percent.

Air Pollutant	Concentration/Averaging Time		Most Relevant Health Effects
	State Standard (CAAQS)	Federal Primary Standard (NAAQS)	
Sulfates	25 μg/m³, 24-hr avg.	None	(a) Decrease in ventilatory function, (b) Aggravation of asthmatic symptoms, (c) Aggravation of cardio-pulmonary disease, (d) Vegetation damage, (e) Degradation of visibility, and (f) Property damage
Hydrogen Sulfide	0.03 ppm, 1-hr avg.	None	Odor annoyance
Vinyl Chloride[3]	0.01 ppm, 24-hr avg.	None	Known carcinogen

Source: South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2007 Air Quality Management Plan, *(2007) Table 3.1-1, p. 3.1-3.*

μg/m³ = microgram per cubic meter; ppm = parts per million by volume; hr = hour.

[1] *On January 25, 2010, the US EPA promulgated a new 1-hour NO_2 standard. The new 1-hour standard is 0.100 parts per million (188 micrograms per cubic meter [μg/m³]) and became effective on April 12, 2010.*

[2] *On June 3, 2010, the US EPA issued a new 1-hour SO_2 standard. The new 1-hour standard is 0.075 parts per million (196 μg/m³). The US EPA also revoked the existing 24-hour and annual standards citing a lack of evidence of specific health impacts from long-term exposures. The new 1-hour standard becomes effective 60 days after publication in the Federal Register.*

[3] *CARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.*

Generally, the sources for hydrogen sulfide emissions include decomposition of human and animal wastes and industrial activities, such as food processing, coke ovens, kraft paper mills, tanneries, and petroleum refineries. There are no such uses or sources associated with the proposed project. Similarly, the sources for vinyl chloride emissions include manufacturing of plastic products, hazardous waste sites, and landfills; and there are no such uses or sources associated with the proposed project. As a result, there is no need for any further evaluation of the hydrogen sulfide or vinyl chloride emissions associated with this project. Motor vehicles and paints used to be a source of lead; however, unleaded fuel and unleaded paints have virtually eliminated lead emissions from residential and commercial land use projects. As a result, there is no need for any further evaluation of lead emissions with respect to the proposed project.

Local Air Quality Setting

To identify ambient concentrations of the criteria pollutants, the VCAPCD operates air quality monitoring stations throughout Ventura County. These stations are located in El Rio, Ojai, Piru, San Nicolas Island, Simi Valley, Thousand Oaks, and Ventura. The monitoring stations located closest to the Westside Community Planning Area and the most representative of the area are located at Emma Wood State Beach in the City of Ventura and Rio Mesa School in the community of El Rio. Both stations monitor O_3 while the Simi Valley monitoring station also monitors NO_2, PM10, and PM2.5. CO monitoring was eliminated in Ventura County in 2004 as part of network changes in response to the proposed National Monitoring Strategy set forth by the US EPA. The decision to eliminate CO monitoring was approved by

both the US EPA and CARB. Ventura County has met the CO standard for some time now. In addition, SO_2 monitoring in Ventura County was eliminated in 2004 because ambient concentrations were low and SO_2 monitors are not required for State Implementation Plan (SIP) or maintenance planning.[2] In addition, lead monitoring is not conducted in the County and the US EPA has agreed that the VCAPCD is not subject to lead monitoring requirements.[3]

A summary of the monitored values for O_3, NO_2, PM10, and PM2.5 at the Ventura and El Rio monitoring stations for the past three years is presented in **Table 4.2-2, Local Ambient Air Pollutant Concentrations**. The values show that the Ventura and El Rio monitoring stations have registered values above state and/or federal standards for O_3 and that the El Rio station has registered values above state standards for PM10.

Traffic-congested roadways and intersections have the potential for the generation of high, localized CO levels in the proximity of a roadway (i.e., CO hotspots). Based on the traffic impact analysis prepared for the proposed project (see **Appendix 4.13**), no studied intersection is currently operating at an unacceptable level of service (e.g., Level of Service [LOS] of E or F).[4] Therefore, no CO hotspots currently exist throughout the studied roadway intersections.

b. Regulatory Framework

Air quality within the SCCAB is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and other programs. The agencies primarily responsible for improving the air quality within the SCCAB (Ventura County Area) include the US EPA, CARB, Southern California Association of Governments (SCAG), VCAPCD, and the City of Ventura.

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2 Ventura County Air Pollution Control District, *2011 Ambient Air Monitoring Network Plan*, (2011) 14.

3 Ventura County Air Pollution Control District, *2011 Ambient Air Monitoring Network Plan*, (2011) 21.

4 Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, Section 6.4.1, (2003). This document may be downloaded from the VCAPCD website: http://www.vcapcd.org/environmental_review.htm.

Table 4.2-2
Local Ambient Air Pollutant Concentrations

Pollutant	Standards[1]	Year 2008	2009	2010
VENTURA MONITORING STATION				
OZONE (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.083	0.080	0.098
Maximum 8-hour concentration monitored (ppm)		0.071	0.067	0.069
Number of days exceeding state 1-hour standard	0.09 ppm	0	0	1
Number of days exceeding state 8-hour standard	0.070 ppm	1	0	0
Number of days exceeding federal 8-hour standard	0.075 ppm	0	0	0
EL RIO MONITORING STATION				
OZONE (O_3)				
Maximum 1-hour concentration monitored (ppm)		0.086	0.099	0.083
Maximum 8-hour concentration monitored (ppm)		0.074	0.077	0.073
Number of days exceeding state 1-hour standard	0.09 ppm	0	1	0
Number of days exceeding state 8-hour standard	0.070 ppm	1	1	1
Number of days exceeding federal 8-hour standard	0.075 ppm	0	1	0
NITROGEN DIOXIDE (NO_2)				
Maximum 1-hour concentration monitored (ppm)		0.052	0.051	0.060
Annual average concentration monitored (ppm)		0.008	0.008	0.007
Number of days exceeding state 1-hour standard	0.18 ppm	0	0	0
RESPIRABLE PARTICULATE MATTER (PM10)				
Maximum 24-hour concentration monitored ($\mu g/m^3$)		79.8	99.9	61.5
Annual average concentration monitored ($\mu g/m^3$)		26.2	25.6	21.7
Number of samples exceeding state standard	50 $\mu g/m^3$	3	2	1
Number of samples exceeding federal standard	150 $\mu g/m^3$	0	0	0
FINE PARTICULATE MATTER (PM2.5)				
Maximum 24-hour concentration monitored ($\mu g/m^3$)		23.4	19.7	21.4
Annual average concentration monitored ($\mu g/m^3$)		10.1	10.2	8.5
Number of samples exceeding federal standard	35 $\mu g/m^3$	0	0	0

Source: California Air Resources Board, "Air Quality Data Statistics," http://www.arb.ca.gov/adam/. 2011.
[1] *Parts by volume per million of air (ppm), micrograms per cubic meter of air ($\mu g/m^3$), or annual arithmetic mean (aam).*

Federal

US Environmental Protection Agency

The US EPA is responsible for enforcing the federal Clean Air Act and the NAAQS. The US EPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The US EPA also maintains jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes national emissions standards for vehicles. As part of its enforcement responsibilities, the US EPA requires each state with areas that do not meet the NAAQS to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain

the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the period identified in the SIP. The US EPA formally classifies air basins as attainment or nonattainment based on whether the region meets or exceeds the NAAQS. The US EPA makes area designations for seven criteria pollutants: O_3, CO, NO_2, SO_2, PM10, PM2.5, and lead. The status of the Basin with respect to attainment with the NAAQS is summarized in **Table 4.2-3, Attainment Status – South Central Coast Air Basin (Ventura County).**

Table 4.2-3
Attainment Status – South Central Coast Air Basin (Ventura County)

Pollutant	Federal	State
Ozone (O_3)	Nonattainment (Serious)	Nonattainment (Severe [1 hour])
Nitrogen Dioxide (NO_2)	Attainment/Unclassified	Attainment
Carbon Monoxide (CO)	Attainment/Unclassified	Attainment
Sulfur Dioxide (SO_2)	Attainment/Unclassified	Attainment
Respirable Particulates (PM10)	Unclassified	Nonattainment
Fine Particulates (PM2.5)	Attainment/Unclassified	Nonattainment
Lead (Pb)	Unclassified	Attainment
Sulfates (SO_4)	—	Attainment
Hydrogen Sulfide (H_2S)	—	Unclassified
Vinyl Chloride	—	Unclassified
Visibility-Reducing Particles	—	Unclassified

Sources:
California Air Resources Board, "Area Designations Maps/State and National," http://www.arb.ca.gov/desig/adm/adm.htm. 2011.
US Environmental Protection Agency, "Air Quality Maps," http://www.epa.gov/region9/air/maps/index.html. 2011.

In response to rapid population growth and the associated rise in motor vehicle operations, the 1990 Clean Air Act Amendments addressed tailpipe emissions from automobiles, heavy-duty engines, and diesel fuel engines. The amendments established more stringent standards for hydrocarbons, nitrogen oxides (NO_X), and CO emissions in order to reduce the levels of these pollutants in heavily populated areas. Under the 1990 Clean Air Act Amendments, new fuels were required to be less volatile, contain less sulfur (regarding diesel fuel), and have higher levels of oxygenates (oxygen-containing substances to improve fuel combustion). The US EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft, locomotives, and interstate trucking. Due to the lack of a substantial reduction in hazardous emissions under the 1977 Clean Air Act, the 1990 Clean Air Act Amendments include regulations for reducing impacts from 189 listed hazardous air pollutants

(HAPs) that are carcinogenic, mutagenic, and/or reproductive toxicants. The 1990 Clean Air Act Amendments also affects major stationary sources and area emissions sources requiring use of Maximum Achievable Control Technology (MACT) to reduce HAP emissions and their associated health impacts.

State

California Air Resources Board

CARB is a branch of the California Environmental Protection Agency (Cal/EPA) that oversees air quality planning and control throughout California. It is primarily responsible for ensuring the implementation of the California Clean Air Act (CCAA), responding to federal Clean Air Act requirements, and regulating emissions from motor vehicles and consumer products within the state. In addition, CARB also sets health-based air quality standards and control measures for toxic air contaminants (TACs). However, the focus of most of the board's research goes toward automobile emissions, as they are the largest contributor to air pollution in California. CARB establishes new standards for vehicles sold in California and for various types of equipment available commercially. CARB also sets vehicle fuel specifications to reduce vehicular emissions.

The CCAA established a legal mandate for air basins to achieve the CAAQS by the earliest practical date. Health and Safety Code Section 39607(e) requires CARB to establish and periodically review area designation criteria. These designation criteria provide the basis for CARB to designate areas of the state as attainment, nonattainment, or unclassified according to state standards. CARB makes area designations for 10 criteria pollutants: O_3, CO, NO_2, SO_2, PM10, PM2.5, sulfates, lead, hydrogen sulfide, and visibility-reducing particles.[5] The status of the Basin with respect to attainment with the CAAQS is summarized in **Table 4.2-3.**

County

Local governments, such as the City of Ventura, have the authority and responsibility to reduce air pollution through their police power and land use decision-making authority. Specifically, local governments are responsible for the mitigation of emissions resulting from land use decisions and for the

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5 California Air Resources Board, "Area Designations (Activities and Maps)," http://www.arb.ca.gov/desig/desig.htm. 2010. According to California Health and Safety Code, Section 39608, "state board, in consultation with the districts, shall identify, pursuant to subdivision (e) of Section 39607, and classify each air basin which is in attainment and each air basin which is in nonattainment for any state ambient air quality standard." Section 39607(e) states that the State shall "establish and periodically review criteria for designating an air basin attainment or nonattainment for any state ambient air quality standard set forth in Section 70200 of Title 17 of the California Code of Regulations. California Code of Regulations, Title 17, Section 70200 does not include vinyl chloride; therefore, CARB does not make area designations for vinyl chloride.

implementation of transportation control measures as outlined in the Air Quality Management Plan (AQMP). The AQMP assigns local governments certain responsibilities to assist the VCAPCD in meeting air quality goals and policies. In general, a first step toward implementation of a local government's responsibility is accomplished by identifying air quality goals, policies, and implementation measures in its general plan. Through capital improvement programs, local governments can fund infrastructure that contributes to improved air quality by requiring such improvements as bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, local governments assess air quality impacts, require mitigation of potential air quality impacts by conditioning discretionary permits, and monitor and enforce implementation of such mitigation.

Ventura County Air Pollution Control District

The management of air quality in Ventura County is the responsibility of the VCAPCD. The VCAPCD is responsible for bringing air quality in the County into conformity with federal and state air quality standards. Specifically, the VCAPCD has the responsibility to monitor ambient air pollutant levels throughout the County and to develop and implement attainment strategies to ensure that future emissions will be within federal and state standards. These attainment strategies form the basis for the AQMP, which is continuously updated to reflect changes in control strategies mandated by updates of the federal and state Clean Air Acts.

To implement these strategies, the VCAPCD Board has adopted specific rules and regulations to limit emissions from stationary and mobile sources and activities within the County. These rules and regulations identify specific pollution-reduction measures, which must be implemented in association with various uses and activities. These rules not only regulate the emissions of criteria pollutants, but also emissions of TACs and HAPs. The rules and regulations are subject to ongoing refinement by the VCAPCD. Enforcement of these rules and regulations is carried out through a permitting process that monitors emissions generated by stationary sources, such as power plants, manufacturing operations, and large and small businesses, that use products that release ozone-forming precursors or TACs into the atmosphere. The proposed project would be subject to the VCAPCD rules and regulations to reduce project-related emissions and minimize potential air quality impacts.

In addition to permitting stationary sources, the VCAPCD Air Quality Planning and Evaluation Section administers the CEQA program for Ventura County, which is used to review and comment on the adequacy of environmental documents such as this EIR. It recommends thresholds for determining whether projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air

quality impacts. The *Ventura County Air Quality Assessment Guidelines*, adopted in October 2003, is the most up-to-date document that local government agencies and consultants use to prepare environmental documents for projects subject to CEQA. This document describes the criteria and methods required to mitigate construction and operational emissions from planned developments to ensure compliance with the VCAPCD AQMP.

The VCAPCD is responsible for limiting the amount of emissions that can be generated throughout Ventura County by various stationary and area sources. Specific rules and regulations have been adopted by the VCAPCD that limit the emissions that can be generated by various uses and activities, and that identify specific pollution-reduction measures that must be implemented for various uses and activities.[6] Stationary emission sources subject to these rules are generally regulated through VCAPCD's permitting process. Some of the activities associated with the project may be subject to VCAPCD rules and regulations. A description of several of the rules that may apply to the proposed project is provided below:

- **Rule 50 (Opacity):** This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the proposed project, specifically grading activities.

- **Rule 51 (Nuisance):** This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. The rule would apply during construction activities. The proposed project would consist of residential and open space land uses; therefore, this rule would not be a concern following buildout of the proposed project.

- **Rule 55 (Fugitive Dust):** This rule requires fugitive dust generators to implement control measures to limit the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities.

- **Rule 55.1 (Paved Roads and Public Unpaved Roads):** This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road.

- **Rule 55.2 (Street Sweeping Equipment):** This rule requires the use of PM10 efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55.

- **Rule 62.7 (Asbestos – Demolition and Renovation):** This rule contains requirements for demolition, renovation, and associated disturbance of asbestos-containing material.

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6 Ventura County Air Pollution Control District, Rules and Regulations.

- **Rule 74.2 (Architectural Coatings):** This rule sets limits on the Volatile Organic Compound (VOC) content of architectural coatings manufactured, blended, sold, or offered for sale within the district's jurisdiction. The rule also sets container-labeling requirements for businesses or individuals manufacturing or supplying architectural coatings. Architectural coating products used for the proposed project are required to comply with the standards set forth in this rule.

- **Rule 74.4 (Cutback Asphalt):** This rule sets limits on the type of application and VOC content of cutback and emulsified asphalt. The proposed project is required to comply with the type of application and VOC content standards set forth in this rule for cutback and emulsified asphalt.

- **Rule 74.11 (Natural Gas-Fired Water Heaters – Control of NO_x):** This rule sets a NO_x emission limit of 10 nanograms of NO_x per joule of heat output (15 parts per million by volume [ppmv]) for natural gas-fired water heaters rated at less than 75,000 British thermal units (Btu) per hour. Mobile home water heaters are limited to 40 nanograms of NO_x per joule of heat output (55 ppmv). Water heaters must also comply with certification and compliance report requirements specified in this rule.

- **Rule 74.11.1 (Large Water Heaters and Small Boilers – Control of NO_x):** This rule sets a NO_x emission limit of 40 nanograms of NO_x per joule of heat output (55 parts per million [ppm]) for large water heaters and small boilers rated between 75,000 Btu per hour and 400,000 Btu per hour. Large water heaters and small boilers rated between 400,000 Btu per hour and 2,000,000 Btu per hour are limited to 30 ppm of NO_x and 400 ppm for CO.

Ventura County Air Quality Management Plan

As discussed previously, the federal and state Clean Air Acts require preparation of plans to reduce air pollution to acceptable levels. The VCAPCD has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs), the most recent of which is the 2007 AQMD and was approved by the VCAPCD Board on May 13, 2008. The 2007 AQMP aims to achieve the federal 8-hour ozone standard by June 15, 2013. Ventura County has been designated as a moderate nonattainment area for the 8-hour ozone standard. Typically, moderate nonattainment areas are required to achieve attainment by June 15, 2010; however, the district has requested to be redesignated as a serious nonattainment area in order to receive a new attainment date of June 15, 2013. Although serious nonattainment areas are required to implement more stringent control measures than a moderate nonattainment area, the 2007 AQMP has been prepared to satisfy the Clean Air Act planning requirements for serious federal 8-hour nonattainment areas. Control programs to achieve the federal 8-hour ozone standard described in the 2007 AQMP focus on mobile sources, consumer products, and pesticides. Ventura County continues to achieve the federal 1-hour ozone standard. The CCAA does not expressly require air quality plans for the state particulate matter standards. However, many of the control measures in the AQMP will reduce ambient PM levels by reducing reactive organic gasses (ROG) and NO_x emissions. ROG and NO_x can transform in the atmosphere into aerosols, which are a constituent of particulate matter.

Southern California Association of Governments

SCAG is a council of governments for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As a regional planning agency, SCAG serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG also serves as the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews projects to analyze their impacts on SCAG's regional planning efforts.

Although SCAG is not an air quality management agency, it is responsible for several air quality planning issues. Specifically, as the designated Metropolitan Planning Organization (MPO) for the Southern California region, it is responsible for providing current population, employment, travel, and congestion projections for regional air quality planning efforts and for determining conformity with the applicable air quality management plan, pursuant to Section 176(c) of the 1990 CAA Amendments. It is required to quantify and document the demographic and employment factors influencing expected transportation demand, including land use forecasts. Pursuant to *California Health and Safety Code* Section 40460 (b), SCAG is also responsible for preparing and approving portions of the basin's air quality management plans relating to demographic projections and integrated regional land use, housing, and employment; and transportation programs, measures, and strategies. Though the most recent population, housing, and transportation measures and strategies are contained in the *2008 Regional Transportation Plan*, the current air quality management plan was adopted in May 2008 and was based on the 2008 SCAG *Integrated Growth Forecast*

City

General Plan

The City's 2005 General Plan sets forth the City's goals and policies for development. The *Our Healthy and Safe Community* chapter sets forth the City's goals and policies with respect to air quality. The following air quality-related goal, policy, and actions from the General Plan would apply to the proposed project:

Goal — Build effective community partnerships that protect and improve the social well-being and security of all our citizens.

Policy 7D — Minimize exposure to air pollution and hazardous substances.

Action 7.20 — Require air pollution point sources to be located at safe distances from sensitive sites such as homes and schools.

Action 7.21	Require analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.
Action 7.22	In accordance with Ordinance 93-37, require payment of fees to fund regional transportation demand management (TDM) programs for all projects generating emissions in excess of Ventura County Air Pollution Control District adopted levels.
Action 7.23	Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines.
Action 7.24	Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.
Action 7.25	Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.
Action 7.28	Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.
Action 7.29	Require non-agricultural development to provide all necessary buffers, as determined by the Agriculture Commissioner's Office, from agricultural operations to minimize the potential for pesticide drift.
Action 7.31	Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local

agricultural interests and the Ventura County agricultural commissioner

The City's 2005 General Plan sets forth transportation-related goals, policies, and actions that were designed to partially alleviate increases in traffic and energy consumption, and associated increases in air pollutant emissions. Examples of these goals, policies, and actions include:

Goal — Provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian and transit opportunities in the City and surrounding region.

Policy 4A — Ensure that the transportation system is safe and easily accessible to all travelers.

Action 4.3 — Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.

Action 4.4 — Combine education with enforcement to encourage safe and courteous use of the shared public roadway.

Action 4.5 — Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.

Action 4.6 — Require new development to be designed with interconnected transportation modes and routes to complete a grid network.

Action 4.8 — Implement the City's Neighborhood Traffic Management Program and update as necessary to improve livability in residential areas.

Action 4.9 — Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.

Action 4.10 — Modify traffic signal timing to ensure safety and minimize delay for all users.

Action 4.11 Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.

Action 4.12 Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.

Policy 4B Help reduce dependence on the automobile.

Action 4.14 Provide development incentives to encourage projects that reduce automobile trips.

Action 4.15 Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.

Action 4.16 Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.

Action 4.17 Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode of transportation.

Action 4.18 Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.

Action 4.19 Adopt new development code provisions that establish vehicle trip reduction requirements for all development.

Action 4.20 Develop a transportation demand management program to shift travel behavior toward alternative modes and services.

Action 4.21 Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.

Action 4.22 Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan.

Action 4.23 Upgrade and add bicycle lanes when conducting roadway maintenance as feasible.

Action 4.24 Require sidewalks wide enough to encourage walking; that includes ramps and other features needed to ensure access for mobility-impaired persons.

Action 4.25 Adopt new development code provisions that require the construction of sidewalks in all future projects.

Action 4.27 Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods. Require new developments in the North Avenue area, where applicable, to extend Norway Drive and Floral Drive to connect to Canada Larga Road; and connect the existing segments of Floral Drive. Designate the extension of Cedar Street between Warner Street and south of Franklin Lane and the linking of the Cameron Street segments in the Westside community as high priority projects.

Policy 4C Increase transit efficiency and options.

Action 4.28 Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.

Action 4.29	Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.
Action 4.30	Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities.
Action 4.31	Work with public and private transit providers to enhance public transit service.
Action 4.32	Coordinate with public transit systems for the provision of additional routes as demand and funding allow.
Action 4.33	Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes.
Action 4.34	Lobby for additional transportation funding and changes to federal, state, and regional transportation policy that support local decision making.
Action 4.35	The City shall pursue funding and site location for a multi-modal transit facility in coordination with VCTC, SCAT, U.P.R.R., Metrolink, Greyhound Bus Lines, and other forms of transportation.

Bicycle Master Plan

The Ventura Bicycle Master Plan was adopted on May 2, 2011 and is the primary planning tool that represents the 20-year long-range bicycle plan for the City. The purpose of the Bicycle Master Plan is to recommend bicycle facility, program, and policy-oriented improvements that will best serve the community based on an assessment of existing conditions and the desires of the City's residents. Refer to **Section 4.13, Transportation and Circulation**, for additional details regarding the Ventura Bicycle Master Plan.

4.2.3 IMPACT ANALYSIS

a. Thresholds of Significance

According to Appendix G of the *State CEQA Guidelines* under Section III, Air Quality, the following significance thresholds are used to evaluate project impacts related to Air Quality:

AQ-1 Would the project conflict with or obstruct implementation of the applicable air quality plan;

AQ-2 Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation;

AQ-3 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);

AQ-4 Would the project expose sensitive receptors to substantial pollutant concentrations; or

AQ-5 Would the project create objectionable odors affecting a substantial number of people?

The *State 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. The potential air quality impacts of the proposed project are, therefore, evaluated according to thresholds developed by VCAPCD in the *Ventura County Air Quality Assessment Guidelines.*[7] These thresholds generally incorporate the checklist questions contained in Appendix G of the *State CEQA Guidelines*.

The VCAPCD Guidelines recommend specific thresholds for determining the level of significance for project-specific developments within Ventura County. Projects exceeding any of the VCAPCD thresholds in the long-term are considered to have significant impacts. Incorporating the VCAPCD thresholds into Appendix G of the *State CEQA Guidelines*, the following significance thresholds are used to evaluate project impacts related to Air Quality:

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7 Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, (2003).

AQ-1 Would the project conflict with or obstruct implementation of the applicable air quality plan by causing the existing population to exceed the population forecasts contained in the most recently adopted AQMP?[8]

AQ-2 Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation by exceeding the following operational emissions thresholds?

- Reactive Organic Compounds: 25 pounds per day; and/or
- Nitrogen Oxides: 25 pounds per day.

AQ-3 Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) based on the following criteria?

- A project that may cause an ambient air quality standard (state or federal) to be exceeded, or makes a substantial contribution to an already exceeded air quality standard. Substantial is defined as making measurably worse an existing state or federal ambient air quality standard that is exceeded; and/or
- A project with emissions greater than two pounds per day of ROC or two pounds per day of NO_x during operation that is found to be inconsistent with the AQMP will have a significant cumulative air quality impact. Inconsistent projects are usually those that cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP.[9]

AQ-4 Would the project expose sensitive receptors to substantial pollutant concentrations?

- CO Hotspots: Cause or contribute to the formation of localized CO hotspots that exceed federal or state CO ambient air quality standards;
- Toxic Air Contaminants: Result in a lifetime probability of contracting cancer that is greater than 10 in 1 million and/or cause a Health Hazard Index of 1 or greater when evaluating for non-carcinogenic effects of TACs.
- San Joaquin Valley Fever: There is no recommended threshold for a significant San Joaquin Valley Fever impact. However, the VCAPCD recommends that the lead agency consider certain factors which could indicate that a project may create a significant Valley Fever impact. If the lead agency determines a significant Valley Fever impact, the lead agency should consider the Valley Fever mitigation measures listed in the VCAPCD

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8 Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, (2003), 3-2, 3-3.

9 Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, (2003), 3-2, 3-3.

Guidelines. These mitigation measures focus on fugitive dust control to minimize fungal spore entrainment, as well as minimizing worker exposure.

AQ-5 Would the project create objectionable odors affecting a substantial number of people or locate a project in a location that would cause objectionable odors to affect a substantial number of people?

b. Methodology

The methodology used to evaluate the air quality impacts associated with construction and operation of the land uses proposed in the Westside Community Planning Area is based on the VCAPCD *Ventura County Air Quality Assessment Guidelines,*[10] the California Emissions Estimator Model (CalEEMod), and information provided in the CalEEMod User's Guide.[11] CalEEMod is a program that calculates air pollutant emissions from land use sources and incorporates CARB's EMFAC2007 model for on-road vehicle emissions and CARB's OFFROAD2007 model for off-road vehicle emissions. The model also incorporates factors specific to the project region, such as ROC content in architectural coating and vehicle fleet mixes. Air quality impacts are also estimated based on information and estimated activity levels of project construction and operation. Additionally, some elements of this analysis are based on data provided in other sections of this EIR; for example, trip generation rates are based on the traffic impact analysis prepared for this project (refer to **Section 4.13, Transportation and Circulation**). The potential for the land uses proposed in the Westside Community Planning Area to cause or be exposed to TAC impacts is assessed on accordance with land use planning recommendations described in CARB's *Air Quality and Land Use Handbook*.[12] The purpose of the *Air Quality and Land Use Handbook* is to provide information that will help keep vulnerable populations out of harm's way with respect to nearby sources of air pollution.

c. Analysis, Mitigation Measures, and Residual Impacts

AQ-1 Would the project conflict with or obstruct implementation of the applicable air quality plan by causing the existing population to exceed the population forecasts contained in the most recently adopted AQMP? (Class III, Not Significant)

The Westside Community Plan contains goals, policies, and actions related to air quality. These are identified in the analysis below, where appropriate.

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

11 South Coast Air Quality Management District, *California Emissions Estimator Model User's Guide*, (2011). This document may be downloaded from the following website: http://www.caleemod.com

12 California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, (2005).

Analysis

Ventura County is designated as a nonattainment area for the federal and state 8-hour ozone standards and the state 1-hour ozone standard. Ventura County is also designated as a nonattainment area for the state PM10 and PM2.5 standards. The primary objective of the Ventura County AQMP is to provide continuous air pollutant emission reductions over time, with the goal of attaining the federal and state standards for ozone. City and County growth consistent with the AQMP is a vital component of the overall AQMP ozone control strategy to ensure continued progress towards attaining the federal and state ozone standards.

The proposed project is intended to accommodate existing and projected growth in the City of Ventura. As discussed in **Section 4.11, Population and Housing**, the proposed project is not expected to induce additional growth beyond that already forecast in the SCAG growth models. The VCAPCD relies on population estimates developed by the Metropolitan Planning Organization (MPO) for the region. The MPO for Ventura County is SCAG. Growth projections made by SCAG are incorporated into the development of the regional AQMP. According to the 2007 AQMP, the emissions were updated to reflect changes from the latest SCAG 2008 projections.

The City's estimated 2011 population is 107,124 residents. The SCAG adopted growth forecast for the 2008 Regional Transportation Plan (RTP) projects a 2025 population of 127,032 for the City of Ventura. The SCAG adopted growth forecast for the 2008 RTP projects a 2010 employment population of 68,249 for the City of Ventura and a 2025 employment population of 80,017 for the City of Ventura. Growth forecasts for the land uses proposed in the Westside Community Planning Area estimate that 1,415 new dwelling units would be added. Based on the City's estimated 2011 household size of 2.65 residents per dwelling unit, this would add approximately 3,750 residents to the City's estimated 2011 population of 107,124 residents. This would result in an estimated population of 110,874 residents under existing plus project conditions. This is well under the SCAG 2008 RTP population projections for 2025. Growth forecasts for the land uses proposed in the Westside Community Planning Area estimate that 100,641 square feet of retail, 163,450 square feet of office, and 77,000 square feet of industrial land uses would be added. According to a SCAG employment density report, buildout of these proposed land uses would result in approximately 1,035 employees based on regional average square foot per employee factors for these land use types.[13] This would result in an estimated employment population of 69,284 under existing plus project conditions. This is well under the SCAG 2008 RTP employment population projections for 2025. Therefore, project-generated emissions have been accommodated in the AQMP emissions forecasts, and the proposed project would not jeopardize attainment of air quality standards in

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13 Southern California Association of Governments, *Employment Density Study, Summary Report*, (2001). Prepared by The Natelson Company, Inc in association with Terry A. Hayes Associates.

Ventura County. Therefore, development of the land uses proposed in the Westside Community Planning Area is consistent with the AQMP.

The Westside Community Plan implements goals, policies, and actions designed to partially alleviate increases in traffic and energy consumption, and associated increases in air pollutant emissions. Examples of these goals and policies are contained in the *Our Accessible Community* chapter of the Westside Community Plan, which includes goals and policies that would improve infrastructure for alternative modes of transportation, reduce dependence on the automobile, and provide parking improvements:

Goal — Encourage various modes of travel by providing infrastructure for buses, bikes and pedestrians as well as cars and improved connections from the Ventura River Trail to neighborhoods to the hillsides.

Goal — Improve parking along Ventura Avenue for commercial business customers.

Policy 12 Q — Improve roadway design along Ventura Avenue to enhance pedestrian safety, facilitate safe crossing of pedestrians and bicyclists, and improve parking. Ensure that the Westside circulation system is interconnected and usable by all modes of transportation.

Action 12.4.1 — Develop street standards that emphasize the safe and efficient movement of vehicles, pedestrian safety, streetscapes, and compatibility with adjoining urban features and incorporate naturalistic 'green street' design elements into the streetscapes. Action implemented through Regulating Code.

Action 12.4.2 — Where appropriate, reinstate the Neighborhood Traffic Management program and consider implementation on a block by block or neighborhood by neighborhood basis to slow traffic through residential neighborhoods.

Action 12.4.3 — Extend Stanley Avenue to Cedar Street and extend Cedar Street to Mohawk Avenue.

Action 12.4.4 — City Public Works will utilize tools such as improved signage, signalization and curb extensions to provide improved bicycle and pedestrian safety crossings across Ventura Avenue at

locations such as Vince, Warner, McFarland, and DeAnza when funding is available.

Action 12.4.5 Consider restricting commercial truck loading along Ventura Avenue to ensure parking for customers and facilitate pedestrian and bicycle mobility.

Policy 12 R Improve bike and pedestrian connections to the Ventura River Trail and through the neighborhoods.

Action 12.4.7 Develop a bicycle and pedestrian accessible extension of Olive Street from Stanley Avenue to Shoshone Street.

Action 12.4.8 Develop connections from the regional Ventura River Trail bike trail to adjoining neighborhoods consistent with the Bicycle Master Plan and explore connections at Simpson Street and Riverside Drive among other potential locations.

Action 12.4.9 Develop bicycle/pedestrian boulevards along Cameron Street, Vince Street, Simpson Street, and Park Row to facilitate east-west mobility and improve access to the Ventura River Trail.

Action 12.4.10 Connect portions of Cedar Street for multi-modal access, including bicycles, pedestrians, and automobiles.

Action 12.4.11 Integrate bicycle trails into the Westside Community to serve both as transportation corridors and as recreational amenities.

Policy 12 S Develop an access strategy connecting the Westside Community to the hillsides along Cedar Street.

Action 12.4.13 Where the hillside has been stabilized, develop a workplan to connect Westside residents to Grant Park by creating pedestrian trails where possible and where elevation grades will permit along Cedar Street corridor.

Policy 12 T Enhance the mobility grid network through new and existing alleys.

Action 12.4.14 Develop a long-range master Westside Community circulation plan for alleys and streets to establish the urban form to guide future redevelopment.

Action 12.4.15 Identify blocks in the lower Westside planning area likely to experience future redevelopment and those most suitable for creation of alley structure to provide connectivity within neighborhoods; include this as development standard in the Development Code. Action implemented through Regulating Code.

Action 12.4.16 Reconnect existing alleys to link portions of neighborhoods to Ventura Avenue.

Policy 12 U Reduce dependence on the automobile in the Westside Community.

Action 12.4.17 Prepare a Westside Parking Study to assess supply and demand and recommend revised parking standards for the Westside. (Note: The Westside Parking Study was completed in August 2011 and identifies the parking supply and demand within the project area. The Westside Parking Study includes recommendations to meet the optimal amount of parking while reducing traffic congestion, encouraging alternate transportation, and accommodating new development and a variety of land uses.)

Action 12.4.18 Provide for shared parking and transportation improvements.

Action 12.4.19 Require all new development to contribute toward a Transportation Demand Management (TDM) fund to be used to develop community, City, and regional transportation programs that reduce transportation related air pollutants.

Action 12.4.20 Facilitate the establishment of a Westside car-sharing service by preparing a feasibility study when funding is available, such as from the TDM fund.

Action 12.4.21 Require all new development and existing development, where feasible, to provide bike racks that meet League of American Bicyclists standards for public use and bike lockers and shower facilities for employee use. Action implemented through Regulating Code.

Policy 12 V Westside Community public transit and transportation options.

Action 12.4.22 In consultation with VCTC/Gold Coast Transit, complete a long-range transit study to establish Westside Community transit needs and identify viable long-term funding mechanisms.

Action 12.4.23 Subject to available long-term funding, establish secondary transit circulation on Olive Avenue and other streets as needed to facilitate access to primary transit trunk lines along Ventura Avenue.

Action 12.4.24 Coordinate with VCTC/Gold Coast Transit to relocate transit stops to areas subject to the most intense urban centers as designated in the Regulating Code.

New Policy XX: Restore and enhance connection to the local beach.

New Action 12.4.XX: Create a safe and attractive pedestrian and bicycle crossing at Olive Street and the Stanley Ave/Highway 33 off ramp as specified in the Bicycle Master Plan.

New Action 12.4.XX: Create a safe and attractive extension of the southern end of the Ventura Rive Bicycle Path at Rex St, so it crosses the Highway 33 on/off ramp as specified in the Bicycle Master Plan.

The Westside Community Plan would implement goals, policies, and actions that would result in transportation enhancements necessary to improve mobility and reduce vehicle miles traveled (VMT) in the Westside Community Planning Area. Along Ventura Avenue, the corridor would be designed as a place where pedestrian mobility is the preferred and necessary mode to activate the public realm and invigorate the corridor. Public transit options that provide safe linkages from the neighborhoods to the Ventura Avenue transit trunk lines would be necessary to maintain accessibility for residents from their home to the commercial corridor or places of work. Within neighborhoods, the Westside Community

Plan calls for providing improvements and linkages to bicycle facilities and calls for connections in the street grid where blockages inhibit mobility.

Research indicates that infill development reduces VMT and associated air pollutant emissions as compared to development on sites at the periphery of metropolitan areas, also known as "greenfield" sites. For example, a 1999 simulation study conducted for the US EPA comparing infill development to greenfield development found that infill development results in substantially fewer VMT per capita and generates fewer emissions of most air pollutants and greenhouse gases. The findings of this study are provided in **Table 4.2-4, Comparison of VMT and Emissions: Infill versus Greenfield Development**.

Table 4.2-4
Comparison of VMT and Emissions: Infill versus Greenfield Development

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

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

The California Air Pollution Control Officers Association (CAPCOA) has provided a resources document for local governments to assess emission reductions from various types of land use planning and development mitigation measures.[14] According to CAPCOA, increasing density would reduce VMT and associated air pollutant emissions by as much as 30 percent.[15] The potential for reductions are based on changes in densities compared to the typical suburban residential and employment densities in North

14 California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*, (2010).

15 Ibid., p. 155. See discussion for mitigation measure LUT-1.

America, referred to as "Institute of Transportation Engineers (ITE) densities." These densities are used as a baseline to mirror those densities reflected in the ITE Trip Generation Manual, which is the baseline method for determining VMT.

The proposed project would result in an increase in residential and employment densities compared to existing conditions and would largely consist of infill development. As the project would be consistent with the population projections in the 2007 AQMP and would implement goals, policies, and actions that would reduce VMT and associated air pollutant emissions, the project would have a less than significant impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

AQ-2 Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation by exceeding the following operational emissions thresholds: ROC 25 pounds per day; NO_x 25 pounds per day? (Class II, Significant but Mitigable)

Analysis

The land uses proposed in the Westside Community Planning Area include 1,415 new dwelling units, 100,641 square feet of retail, 163,450 square feet of office, and 77,000 square feet of industrial over existing conditions. Development of these land uses in the Westside Community Planning Area would occur as individual projects are proposed and approved. No specific projects are proposed at this time and are not analyzed at the project-level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. It is estimated that these land uses would be developed by 2025. Development of these uses would result in long-term operational emissions, primarily from motor vehicles and area sources.

The long-term operational emissions were estimated using CalEEMod. The land uses proposed in the Westside Community Planning Area were entered into the model, along with trip generation rates, and a buildout year of 2025. The Westside Community Plan would implement policies that would result in transportation enhancements necessary to improve mobility and reduce vehicle miles traveled in the Westside Community Planning Area. The Westside Community Plan Policies 12 Q, 12 R, 12 S, 12 T, 12 U,

and 12 V and related actions would reduce VMT. In addition, the project would largely result in infill development of residential, commercial, office, and industrial uses that would increase density and land use diversity (e.g., mixed use). Emission reductions associated with the VMT reduction policies and infill development were included in CalEEMod as mitigation. The measures that were applied in CalEEMod include increased density, increased diversity, and improved pedestrian network. The modeling results are provided in **Table 4.2-5, Estimated Operational Emissions**. Model output files are provided in **Appendix 4.2**.

As shown in **Table 4.2-5**, long-term operational emissions would exceed the VCAPCD thresholds of significance for ROC and NOx. The impacts are considered potentially significant and a mitigation measure is required to reduce the impacts to less than significant levels. This mitigation measure is provided as **MM AQ-1**.

Table 4.2-5
Estimated Operational Emissions

	Emissions in Pounds per Day					
Emission Source	**ROC**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
Summertime Emissions						
Mobile Sources	50.37	73.80	338.49	1.11	128.82	5.82
Energy (Natural Gas)	0.72	6.18	3.00	0.03	0.51	0.51
Area Sources	55.44	1.35	118.08	0.00	0.66	0.66
Summertime Emission Totals	**106.53**	**81.33**	**459.57**	**1.14**	**129.99**	**6.99**
VCAPCD Thresholds	25	25	—	—	—	—
Exceeds Threshold?	**YES**	**YES**	—	—	—	—
Wintertime Emissions						
Mobile Sources	55.35	78.09	353.94	1.05	128.85	5.82
Energy (Natural Gas)	0.72	6.18	3.00	0.03	0.51	0.51
Area Sources	55.44	1.35	118.08	0.00	0.66	0.66
Wintertime Emissions Totals	**111.51**	**85.62**	**475.02**	**1.08**	**130.02**	**6.99**
VCAPCD Thresholds	25	25	—	—	—	—
Exceeds Thresholds?	**YES**	**YES**	—	—	—	—

*Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 4.2**.*
Totals in table may not appear to add exactly due to rounding in the computer model calculations.

Construction Emissions

The VCAPCD has not adopted significance thresholds for construction impacts because of their temporary nature; therefore, impacts would be Class III, Not Significant. Nevertheless, implementation of

standard emission and dust control techniques will be required on all future development per the 2005 General Plan, Action 7.23. A discussion of the potential construction emissions is provided below.

Construction activities within the Westside Community Planning Area would include demolition, grading, building construction, paving, and architectural coating. Sources of emissions during construction would include on-site stationary sources, heavy-duty construction vehicles, and construction worker vehicles. Fugitive dust would also be generated primarily during demolition and grading activities. Evaporative ROC emissions would occur primarily from paving and architectural coating activities.

Construction activity that would result from the allowed development in the Westside Community Planning Area would cause temporary air pollutant emissions. The worst-case construction emissions were evaluated by assuming that one-third of the allowed uses in the Westside Community Planning Area would be constructed at the same time. Given the amount of development that would be allowed through 2025, it is reasonable to conclude that some major construction activity could be occurring at any given time. The one-third assumption is considered a maximum worst-case construction emissions scenario. The emissions were calculated using CalEEMod. Because this is a hypothetical analysis, CalEEMod default values for the area of disturbance and construction equipment were utilized. Since the majority of land within the Westside Community Planning Area is already developed, the analysis included demolition of a hypothetical 100,000-square-foot structure. The modeling results are provided in **Table 4.2-6, Estimated Construction Emissions**. Model output files are provided in **Appendix 4.2**.

Table 4.2-6
Estimated Construction Emissions

	Emissions in Pounds per Day					
Construction Activity	**ROC**	**NOx**	**CO**	**SOx**	**PM10**	**PM2.5**
Demolition	9.34	74.89	45.88	0.08	16.32	3.69
Grading	11.99	97.60	53.98	0.10	13.53	7.92
Building Construction	200.59	81.55	74.09	0.13	11.44	5.90
Maximum Daily Emission	**200.59**	**97.60**	**74.09**	**0.13**	**16.32**	**7.92**

*Source: Impact Sciences, Inc. Emissions calculations are provided in **Appendix 4.2**.*

Impacts associated with individual construction projects are not generally considered significant because of their temporary nature. The effect of construction-related emissions on sensitive receptors such as residences, schools, and hospitals depends on the location of individual construction projects relative to

sensitive receptors. It is not possible to predict where all future development might occur, but virtually any new development within the Westside Community Planning Area is likely to be adjacent to or near one or more sensitive receptors. The VCAPCD recommends construction projects that emit more than 25 pounds per day of ROC or NO_x implement standard mitigation measures to reduce construction-related emissions associated with individual developments. As construction emissions could potentially exceed 25 pounds per day, and consistent with the 2005 General Plan, Action 7.23, the project is required to implement VCAPCD-recommended construction mitigation measures to reduce impacts. These mitigation measures are provided as **MM AQ-2** and **MM AQ-3**.

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

Mitigation Measures

The following mitigation measures shall be implemented to reduce long-term operational and temporary construction impacts to a less than significant level:

MM AQ-1 The VCAPCD *Ventura County Air Pollution Control District Air Quality Assessment Guidelines* recommend that all development projects with significant air quality impacts fully mitigate excess emissions through funding measures for at least three years. The VCAPCD guidelines provide an updated cost of $7.05 for ROG and $10.27 for NO_x (January 2011 Consumer Price Index (CPI) at 228.652), for every pound in excess of VCAPCD thresholds. Westside Community Planning Area developers shall contribute to a Transportation Demand Management (TDM) fund to be used to develop regional programs to offset air pollutant emissions. The total amount that would be contributed to the TDM fund is $657,655. Payment of fees shall occur prior to issuance of building permits.

The amount provided by residential development would be about 68.7 percent of this total (based on the estimated residential portion of VMT), or $451,809. The amount provided by commercial development would be 26 percent of the total, or $205,846. Applicants for residential developments that would generate a net increase in units

would pay $319.30 per unit (assuming 1,415 residential units). Applicants for commercial and industrial development that would generate a net increase in building area would pay $603.49 per 1000 square feet (assuming a total of 341,091 square feet). These fee estimates include an adjustment for inflation, but may be further adjusted by the City over time if development totals or emission factors change.

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

MM AQ-2 The following control measures provided in the VCAPCD *Ventura County Air Quality Assessment Guidelines* to minimize the generation of fugitive dust (PM10 and PM2.5), ROC, and NO_x during construction activities shall be implemented during construction of developments in the Westside Community Planning Area:

- The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
- Pre-grading/excavation activities shall include watering the areas to be graded or excavated before grading or excavation operations commences. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.
- Fugitive dust produced during grading excavation and construction activities shall be controlled by the following activities:

  (a) All trucks shall be required to cover their loads as required by California Vehicles Code Section 23114.

  (b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization material, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
- Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be

seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants to prevent excessive fugitive dust.

- Signs limiting traffic to 15 miles per hour or less shall be posted on site.
- During periods of winds 25 miles per hour or greater (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties) or at the direction of the City, all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off site or on site. The site superintendent/supervisor shall use discretion in conjunction with the VCAPCD in determining when winds are excessive.
- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

MM AQ-3 During construction, contractors shall comply with the following measures, as feasible, to reduce NO_X and ROC from heavy equipment as recommended by the VCAPCD in its *Ventura County Air Quality Assessment Guidelines*:

- Minimize equipment idling time.
- Maintain equipment engines in good condition and in proper tune as per manufacturer's specifications.
- Lengthen the construction period during smog season (May through October) to minimize the number of vehicles and equipment operating at the same time.
- Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.

Residual Impacts

Class II, Significant but Mitigable.

AQ-3 Would the project 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)? (Class II, Significant but Mitigable)

- A project that may cause an ambient air quality standard (state or federal) to be exceeded, or makes a substantial contribution to an already exceeded air quality

standard. Substantial is defined as making measurably worse an existing state or federal ambient air quality standard that is exceeded; and/or

- A project with emissions greater than two pounds per day of ROC or two pounds per day of NO_X during operation that is found to be inconsistent with the AQMP will have a significant cumulative air quality impact. Inconsistent projects are usually those that cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP.[16]

Analysis

As previously discussed, the project would be consistent with the population projections used in the 2007 AQMP. However, as shown in **Table 4.2-4**, long-term operational emissions from development of the allowed land uses in the Westside Community Planning Area would exceed 25 pounds per day of ROC and NO_X. Because the Basin is in nonattainment for the state and federal O_3 standards, a project that creates individually significant air quality impacts would also contribute to cumulatively significant air impacts. Therefore, the project would have cumulatively significant impacts with respect to ROC and NO_X emissions. Mitigation measure **MM AQ-1** would reduce operational emissions to less than significant levels. Furthermore, mitigation measures **MM AQ-2** and **MM AQ-3** would reduce construction-related emissions and associated impacts. As result, the project would be mitigated to less than significant levels.

Mitigation Measures

See **MM AQ-1**, **MM AQ-2**, and **MM AQ-3**, above.

Residual Impacts

Class II, Significant but Mitigable.

AQ-4 Would the project expose sensitive receptors to substantial pollutant concentrations? (Class II, Significant but Mitigable)

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.[17] According to the traffic impact analysis for the project, none of the studied intersections would operate at or below LOS E

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16 Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, (2003), 3-2, 3-3.

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

or F.[18] All of the studied intersections would perform at LOS C and above for existing 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 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. The allowed land uses in the Westside Community Planning Area would not include ports, refineries, or rail yards; therefore, these uses will not be discussed further. Advisory recommendations for the remaining land uses are provided below in **Table 4.2-7, CARB Recommendations on Siting New Sensitive Land Uses**.

Table 4.2-7
CARB Recommendations on Siting New Sensitive Land Uses

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	• Avoid siting 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.
Distribution Centers	• Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points
Chrome Platers	• Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners using Perchloroethylene	• Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	• Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). • A 50-foot separation is recommended for typical gas dispensing facilities.

Source: California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective, *(2005).*

CARB considers these recommendations to be advisory. This recommendation is not mandated by state law, but only serves as a general guidance to lead agencies when considering land use projects. The *Air*

18 Refer to **Section 4.13, Transportation and Circulation**.

Quality and Land Use Handbook states that it is up to lead agencies to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.[19]

Although the Westside Development Code allows certain types of industrial uses, such as recycling, processing, and collection facilities and manufacturing, it is unknown if they would actually be developed. Nonetheless, as the potential for the development of these types of sources exists in the Westside Community Planning Area, the impact is considered to be potentially significant. Mitigation measure **MM AQ-4** is recommended to reduce the impact to a less than significant level. It should be noted that the 2005 General Plan implements Actions 7-20, 7-21, 7-24, and 7-25, which requires projects to ensure that point sources are located at safe distances from sensitive receptors, ensures that mixed-use projects do not pose significant health risks, requires that approval of projects be granted only when it is demonstrated that health risks are less than significant, and requires feasible mitigation measures for significant impacts. The proposed mitigation is consistent with these General Plan Action items.

San Joaquin Valley Fever Analysis

Some health problems, particularly those of the eye and respiratory tract may be aggravated by fugitive dust. Such health problems include Coccidioidomycosis (also known by its common name, Valley Fever). Valley fever is contracted through breathing spores that become airborne through disturbance of the soil. However, Ventura County is not recognized as an area where Coccidioidomycosis is highly endemic.[20] The only large-scale outbreak in the County occurred in Simi Valley between January 24 and March 15, 1994, following the Northridge earthquake due to uncontrolled dust clouds created by landslides.[21] Grading associated with the proposed project would not result in fugitive dust emissions on the level of the Northridge earthquake. However, upon review of the factors that could potentially result in Valley Fever impacts, development that may occur in the Westside Community Planning Area may result in the disturbance of the top soil of undeveloped land that could contain the Valley Fever fungus, which is one of the factors listed above. Consequently, the project is conservatively assumed to have a potentially significant impact with respect to Valley Fever and mitigation measure **MM AQ-5** is required to reduce this impact to a less than significant level. It should be noted that mitigation measure **MM AQ-2** would also reduce Valley Fever impacts.

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19 California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, (2005) 4.

20 Eileen Schneider and others, "A Coccidioidomycosis Outbreak Following the Northridge, Calif. Earthquake," *Journal of American Medicine* Vol. 277, No. 11 (March 19, 1997): 904.

21 Ibid.

Mitigation Measures

The following mitigation measures shall be implemented to reduce exposure of sensitive receptors to substantial pollutant concentrations:

MM AQ-4 Westside Community Planning Area developers shall be required to conduct a screening and/or refined health risk assessment for projects that are not consistent with the CARB siting recommendations for new sensitive land uses. Projects that would result in health impacts are required to implement mitigation measures. Appropriate measures may include, but are not limited to, the following:

- Site design changes;
- Increased separation/buffer distances;
- High efficiency particulate air (HEPA) filters, electrostatic air filters, or other equivalent air filters;
- Relocation of air intake vents away from sources of TACs;
- Add-on pollution control equipment, such as oxidation catalysts, filters and/or scrubbers;
- Idling limitations for diesel-fueled trucks and/or equipment;
- Alternative-fueled trucks and/or equipment (electrification, bio-diesel, compressed or liquefied natural gas, etc.).

MM AQ-5 During heavy grading, construction contractors shall comply with the following measures, as feasible to reduce potential Valley Fever impacts:

- Restrict employment for grading activities to persons with positive coccidioidin skin tests (since those with positive tests can be considered immune to reinfection);
- Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore immune;
- Require crews to use respirators during project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health regulations;
- Require that the cabs of grading and construction equipment be air-conditioned or enclosed with sufficient ventilation and particulate matter filtration systems;
- Require crews to work upwind from excavation sites where possible;

- Where acceptable to the fire department, control weed growth by mowing instead of discing, thereby leaving the ground undisturbed and with a mulch covering;
- During rough grading and construction, the access way into the project site from adjoining paved roadways should be paved or treated with environmentally safe dust control agents.

Residual Impacts

Class II, Significant but Mitigable.

AQ-5 Would the project create objectionable odors affecting a substantial number of people or locate a project in a location that would cause objectionable odors to affect a substantial number of people? (Class II, Significant but Mitigable)

Analysis

The proposed project would allow the development of residential, retail, office, and industrial uses. Residential, retail, and office uses do not typically emit objectionable odors. Facilities such as wastewater treatment plants, sanitary landfills, petroleum refineries, and chemical manufacturing plants are the typical types of land uses that would emit objectionable odors. According to the Westside Development Code, industrial land uses that may emit objectionable odor and that may be allowed in the Westside Community Planning Area include recycling, processing, collection facilities, and manufacturing. Although the Westside Development Code would allow these types of uses, it is unknown if these would actually be developed. Nonetheless, as the potential for odors exists, the impact is considered to be potentially significant. Implementation of mitigation measure **MM AQ-6** would reduce this impact to a less than significant level.

Mitigation Measures

The following mitigation measures shall be implemented to reduce odor impacts:

MM AQ-6 Westside Community Planning Area developers shall be required to conduct an odors assessment for projects that may result in odorous emissions or odor impacts to sensitive receptors. Projects that would result in odorous emissions or odor impacts are required to implement mitigation measures. Appropriate measures may include, but are not limited to, the following:

- Site design changes
- Process changes

- Enclosures for odor-generating activities
- Use of odor control technologies, such as filters and/or scrubbers
- Implementation of an odor abatement plan

Residual Impacts

Class II, Significant but Mitigable.

d. Cumulative Impacts

No specific projects proposals are proposed at this time and are not analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area and within other areas of the City. The cumulative analysis is based upon the assumption that the Westside Community Planning Project will be approved and the development will occur up to the maximum proposed levels.

Regional Emissions

As indicated in **Table 4.2-5**, the increase in operational emissions that would be generated from land uses proposed in the Westside Community Planning Area would exceed the VCAPCD's 25-pounds-per-day threshold for ROC and NO_X. Because the Basin is in nonattainment for the state and federal O_3 standards, a project that would create individually significant air quality impacts would also contribute to cumulatively significant air quality impacts. Therefore, the proposed project would have potentially cumulatively significant impacts with respect to ROC and NO_X emissions. Mitigation measures hare required to reduce significant impacts to a less than significant level. With the implementation of the proposed mitigation measures and the required contribution to the TDM fund, project operational air quality impacts would be considered reduced to a less than significant cumulative impact, in accordance with the *Ventura County Air Quality Assessment Guidelines*.[22] Therefore, the project's contribution to cumulative impacts would not be cumulatively considerable.

CO Hotspots

Development of the allowed land uses in the Westside Community Planning Area would not cause any of the studied intersections to fall below acceptable operational levels of service. The 2005 General Plan and the Westside Community Plan would implement traffic-related goals, policies, and actions that would reduce the dependence on automobiles and encourage alternative modes of transportation, such

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22 Ventura County Air Pollution Control District, *Ventura County Air Quality Assessment Guidelines*, (2003).

as mass transit, pedestrian, and bicycle activity. As previously discussed, intersections operating at a level of service (LOS) of E or F are considered to have the potential to create a CO hotspot.[23] According to the traffic impact analysis, the project would not cause intersections to operate at LOS E or F at any of the studied intersections under cumulative plus project conditions in 2025. Therefore, since all of the study intersections will perform at LOS D and above, according to the VCAPCD Guidelines, none of the intersections qualified for a CO-hotspot screening analysis. Therefore, the project would not result in CO concentrations that exceed 20 ppm for the 1-hour state standard or 9 ppm for the 8-hour state standard at the edge of the roadway or beyond. The cumulative impacts would be less than significant, and the project's contribution to cumulative impacts would not be cumulatively considerable.

AQMP Consistency

The proposed project is intended to accommodate existing and projected growth in the Westside Community Planning Area. As discussed in **Section 4.11, Population and Housing**, the proposed project would not induce additional growth beyond that already forecast in the SCAG growth models. Growth projections made by SCAG are incorporated into the development of the regional AQMP. According to the 2007 AQMP, the emissions were updated to reflect changes from the latest SCAG 2008 projections.

The City's estimated 2011 population is 107,124 residents. The SCAG adopted growth forecast for the 2008 Regional Transportation Plan (RTP) projects a 2025 population of 127,032 for the City of Ventura. The SCAG adopted growth forecast for the 2008 RTP projected a 2010 employment population of 68,249 for the City of Ventura and a 2025 employment population of 80,017 for the City of Ventura. Growth forecasts for the land uses proposed in the Westside Community Planning Area estimate that 1,415 new dwelling units would be added by 2025. This would exceed the General Plan projections by 150 residential dwelling units. Based on the City's estimated 2011 household size of 2.65 residents per dwelling unit, this would add approximately 398 residents to the City's estimated population of 126,153 residents at General Plan buildout. This would result in an estimated 2025 population of 126,551 residents. This is less than the SCAG 2008 RTP population projections for 2025.

Growth forecasts for the land uses proposed in the Westside Community Planning Area estimate that 100,641 square feet of retail, 163,450 square feet of office, and 77,000 square feet of industrial land uses would be added by 2025. This would exceed the General Plan projections by approximately 49,005 square feet of retail uses and 54,450 square feet of office uses. The amount of industrial land uses would be unchanged from the 2005 General Plan. According to a SCAG employment density report, buildout of

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23 Institute of Transportation Studies, University of California, Davis, *Transportation Project-Level Carbon Monoxide Protocol*, (1997).

these proposed land uses would add approximately 860 employees to the City's employment population of 69,211, based on regional average square-foot-per-employee factors for these land use types.[24] This would result in an estimated 2025 employment population of 70,071. This is less than the SCAG 2008 RTP employment population projections for 2025. Therefore, project-generated emissions have been accommodated in the AQMP emissions forecasts, and the proposed project would not jeopardize attainment of air quality standards in Ventura County. The proposed project is considered consistent with the AQMP. Therefore, a cumulative impact would be less than significant, and the project's contribution to cumulative impacts would not be cumulatively considerable.

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24 Southern California Association of Governments, *Employment Density Study, Summary Report*, (2001). Prepared by The Natelson Company, Inc in association with Terry A. Hayes Associates.

4.3 BIOLOGICAL RESOURCES

4.3.1 INTRODUCTION

This section identifies plant and animal resources within and adjacent to the Westside Community Planning Project area and assesses the potential impacts of the proposed Westside Community Planning Project on these biological resources.

4.3.2 ENVIRONMENTAL SETTING

a. Physical Setting

Vegetation and Wildlife

The Westside Community Planning area includes urban and residential elements within the valley bottom to the east of the floodplain formed by the Ventura River. The remaining natural landscape within and around the planning area is composed of coastal scrub and grassland habitats along hillsides in the eastern portion, and drainage courses in the northern and southwestern portions. The Ventura River is adjacent to the western border of the planning area. Ornamental, agricultural, and native trees are present, with oak trees (*Quercus agrifolia*) being a significant constituent species, both in semi-natural and landscaped settings. Areas of ruderal vegetation are scattered within otherwise developed urban and semi-natural areas in the planning area. Descriptions of the primary vegetation types within the planning area are given below, and a map of vegetation within the planning area is given in **Figure 4.3-1, Westside Community Planning Project Vegetation Map**.

Coastal Sage Scrub

Coastal sage scrub is comprised of small semi-woody shrubs and is sometimes called "soft chaparral" due to the flexibility of the leaves and stems. Coastal sage scrub is found intermixed with non-native annual grassland communities in the foothills above the City of Ventura and in relatively undisturbed portions of the upland terraces along the Ventura River. This native plant community is characterized by the predominance of sub-shrubs, 1 to 5 feet in height with semi-woody stems growing from a woody base. Many of the species in the plant community display special adaptations to prevailing climatic conditions, such as winter rainfall and summer drought, by being drought-deciduous, having grayish-foliage with heavy pubescence on stems and leaves, or similar adaptations to arid conditions.

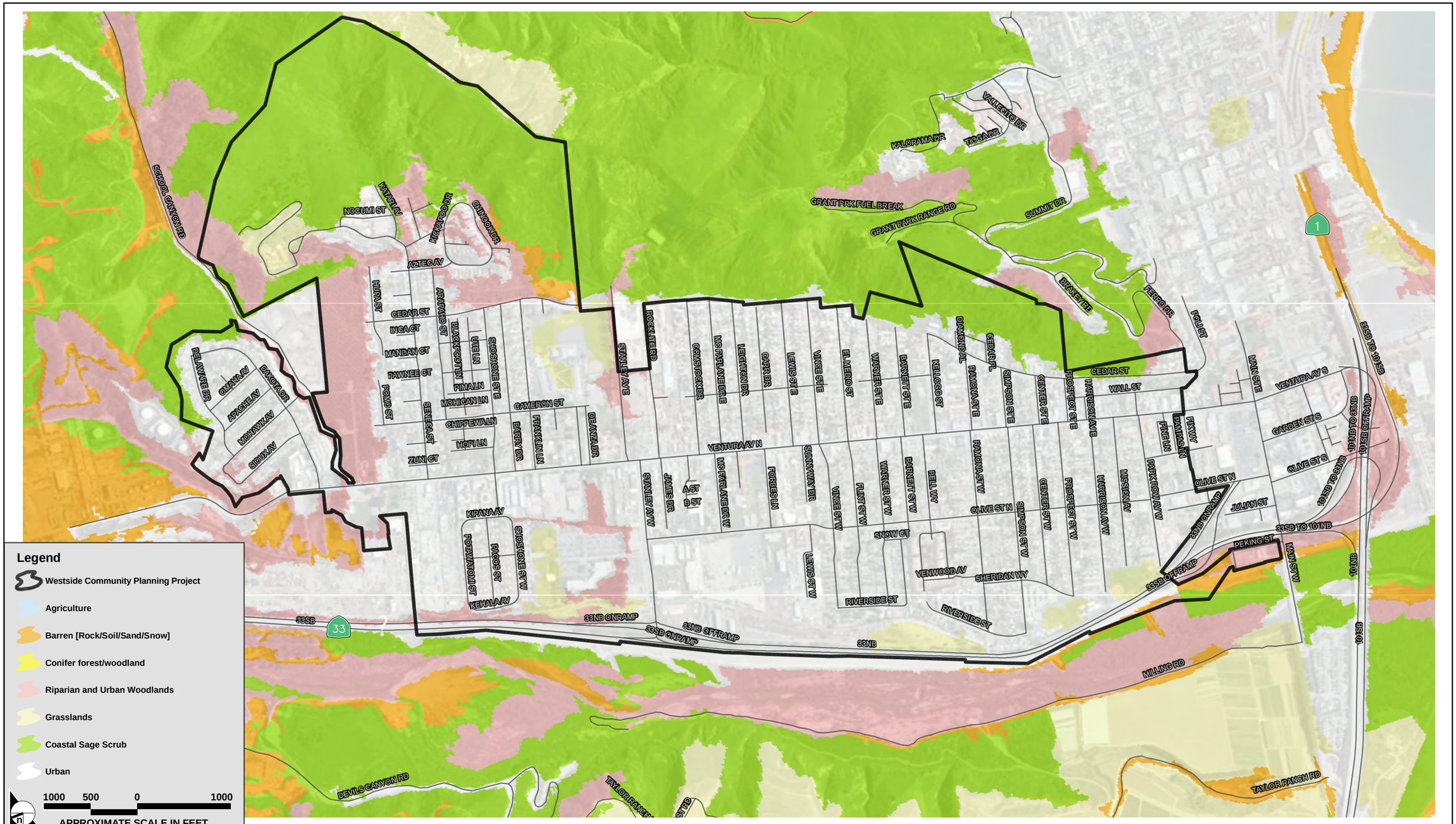
Typical coastal sage scrub vegetation within the planning area contains California sagebrush (*Artemisia californica*), coyote brush (*Baccharis pilularis*), goldenbush (*Isocoma menziesii*), black sage (*Salvia mellifera*),

and wild rye (*Leymus condensatus*) as dominant species. Scattered elderberry (*Sambucus nigra* var. c*aerulea*), mulefat (*Baccharis salicifolia*), coast live oak trees (*Quercus agrifolia*), and Southern California black walnuts (*Juglans californica*) are also frequently observed.

The area of coastal sage scrub located within the planning area is not considered a sensitive plant community by the California Department of Fish and Game (CDFG); however, this community is capable of supporting several special-status wildlife species and potentially some special-status plant species in some locations in addition to the following more common species. Amphibians such as the California toad (*Anaxyrus boreas halophilus*) and the California slender salamander (*Batrachoseps attenuatus*) are most likely to be found in moist canyon areas located adjacent to the planning area. Reptiles such as Great Basin fence lizard (*Sceloporus occidentalis longipes*), California side-blotched lizard (*Uta stansburiana elegans*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), California kingsnake (*Lampropeltis getula californiae*), San Diego gopher snake (*Pituophis catenifer annectens*), and southern Pacific rattlesnake (*Crotalus helleri*) may also occupy this habitat. The sensitive species coast horned lizard (*Phrynosoma blainvillii*) may be found in open areas within scrub and grassland areas where native harvester ants are present. Resident bird species include California quail (*Callipepla californica*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), Bewick's wren (*Thryomanes bewickii*), blue-gray gnatcatcher (*Polioptila caerulea*), wrentit (*Chamaea fasciata*), California thrasher (*Toxostoma redivivum*), spotted towhee (*Pipilo maculatus*), and California towhee (*Melozone crissalis*). Coastal sage scrub provides the primary year-round hunting ground for many raptor species, such as turkey vulture (*Cathartes aura*) and red-tailed hawk (*Buteo jamaicensis*), which may forage in the adjacent grasslands during the spring. This plant community also provides the shelter necessary for nesting of many wildlife species. Typical mammals that may be found in this habitat include mule deer (*Odocoileus hemionus*), coyote (*Canis latrans*), bobcat (*Lynx rufus*), striped skunk (*Mephitis mephitis*), northern raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), desert cottontail (*Sylvilagus audubonii*), brush rabbit (*S. bachmani*), Botta's pocket gopher (*Thomomys bottae*), pocket mice (*Chaetodipus* spp.), woodrats (*Neotoma* spp.), western harvest mouse (*Reithrodontomys megalotis*), and California ground squirrel (*Spermophilus beecheyi*).

Riparian Woodland and Thickets

Riparian woodland and thickets consist of scattered semi-aquatic trees, shrubs, and herbs and develop in areas with high water tables that support seasonal and permanent surface water, and along waterways such as drainage channels, streams, reservoirs, and marshes. Willows (*Salix* spp.) dominate the riparian areas, along with coast live oaks in the adjacent oak woodlands. Sporadic infestations of the highly invasive non-native grass, giant reed (*Arundo donax*), are also present within the Ventura River channel adjacent to the planning area.



SOURCE: USDA Forest Service 2002 & 2003, ESRI Maps and Data, City of Ventura – October 2011

FIGURE 4.3-1

Westside Community Planning Project Vegetation Map

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Several sensitive bird species may breed in riparian areas within the City, including the listed southwestern willow flycatcher (*Empidonax traillii extimus*) and least Bell's vireo (*Vireo bellii pusillus*), sensitive yellow warbler (*Dendroica petechia brewsteri*), and yellow-breasted chat (*Icteria virens*). Many of the plant species found in riparian habitats are restricted to the floodplain and banks of streams, drainage channels, and other areas where they have access to a shallow water table. Within and adjacent to the Westside Community Planning Project area, the key riparian communities include two principal areas:

(1) West of Highway 33, along the Ventura River in the adjacent to the southwestern portion of the planning area.

(2) Along the north side of School Canyon Road in the northern portion of the planning area.

Riparian habitats contain open water at least part of the year, typically during the winter and spring seasons and after rain events, and are an important part of many animals' habitats. Open water is the exclusive habitat of many larval forms of several insect orders, and is the sole breeding ground for amphibians. Fish, limited to permanent water areas found within the Ventura River, include bluegill (*Lepomis macrochirus*), green sunfish (*L. cyanellus*), carp (*Cyprinus carpio*), mosquito fish (*Gambusia affinis*), staghorn sculpin (*Leptocottus armatus*), arroyo chub (*Gila orcuttii*), and unarmored threespine stickleback (*Gasterosteus aculeatus williamsoni*). Steelhead and rainbow trout (*Oncorhynchus mykiss irideus*) are known to occur in the Ventura River near Foster Park, and steelhead trout migrate along the Ventura River through the City boundary to the Pacific Ocean.

Riparian habitat is considered a sensitive resource by the California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS). Many bird species are restricted to riparian habitat and are dependent on it for breeding. Overall wildlife diversity is normally higher in riparian areas than in surrounding upland habitat, and due to its occupancy within natural drainages, riparian habitat also functions to control water quality and erosion.

Grasslands

Grasslands in the area are primarily composed of non-native introduced annual and biennial species and are located within previously disturbed vacant areas within the Planning area and in adjacent areas. Typically, grassland areas provide habitat for grazers and seed eaters. Rodents characteristic of grassland communities include California ground squirrel, pocket gopher, and deer mice (*Peromyscus* spp.). Deer, coyote, and cottontail rabbits are also relatively common. Reptiles similar to those found in coastal sage scrub are common, and mammalian carnivores include American badger (*Taxidea taxus*) and coyote, although raptor species such as American kestrel (*Falco sparverius*), red-tailed hawk, and white-tailed kite (*Elanus leucurus*) are the primary predators within this habitat. These birds play an important role in controlling rodent populations. Seed-eating bird species are also a common constituent of grasslands. Species such as mourning dove, savannah sparrow (*Passerculus sandwichensis*), and various finches are common. Grasslands are also the primary foraging grounds for insect-feeding swallows, swifts, and bats, which nest and roost elsewhere.

Thickets and Windrows

Tree thickets and windrows are common within the planning area. Trees and windrows can provide habitat to nesting birds, their eggs, and young, which are protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Special-status bat species may also utilize the tree areas as roosting sites.

Special-Status Species

Sensitive biological resources are those habitats or species that have been recognized by federal, state, and/or local agencies as being endangered, threatened, rare, or in decline throughout all or part of their historical distribution.

Query results of the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) Inventory for the U.S. Geological Survey (USGS) 7.5-minute quadrangles within which the planning area is located,[1] and the City of Ventura General Plan Final EIR, indicate at least 57 special-status plant and animal taxa are recorded from the region, 24 of which could potentially utilize the planning area, based on broad habitat, elevation, and range characteristics. These species are identified in **Table 4.3-1, Special-status Plant Species Reported from the Region**, and **Table 4.3-2, Special-status Animal Species Reported from the Region**.

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1 For the purposes of database querying, the relevant region is considered to be the USGS 15-minute quadrangle in which the planning area is located (Ventura) and the surrounding six quadrangles (Ojai, Saticoy, Oxnard, Matilija, White Ledge Peak, and Pitas Point).

Table 4.3-1
Special-Status Plant Species Reported from the Region[2]

Common name *Scientific name*	Federal status	State status	CNPS List	Habitat	Growth form Blooming period*	Potential to occur within the planning area
Dicots						
Chaparral sand-verbena *Abronia villosa* var. *aurita*	—	—	1B.1	Sandy soils in chaparral, coastal scrub, and desert dune communities between 80 and 1,600 m above sea level (asl).	Annual herb January – September	**Not expected**—wind-blown sand accumulations required by this species are not present within the planning area.
Aphanisma *Aphanisma blitoides*	—	—	1B.1	Sandy habitats in coastal bluff scrub, coastal dune, and coastal scrub communities between 1 and 305 m asl.	Annual herb March – June	**Not expected**—coastal bluff habitat required by this species is not present within the planning area.
Miles' milk-vetch *Astragalus didymocarpus* var. *milesianus*	—	—	1B.2	Clay soils in coastal scrub communities between 20 and 90 m asl.	Annual herb March – June	**Low Potential**—suitable habitat may be present within coastal sage scrub communities in the eastern portion of the planning area. Species has been reported from the planning area only in non-specific vicinity of Ojai; otherwise known from Santa Barbara and San Luis Obispo Counties.
Ventura marsh milk-vetch *Astragalus pycnostachyus* var. *lanosissimus*	FE	SE	1B.1	Coastal dunes, coastal scrub, and edges of coastal salt and brackish marsh and swamp communities between 1 and 35 m asl.	Perennial herb June – October	**Not expected**—saline or brackish wetland habitats are not present within the planning area.
South Coast saltscale *Atriplex pacifica*	—	—	1B.2	Coastal bluff scrub, coastal dune, coastal scrub, and playa communities between 0 and 140 m asl.	Annual herb March – October	**Not expected**—drying habitats of the type required by this species are not present within the planning area.
Davidson's saltscale *Atriplex serenana* var. *davidsonii*	—	—	1B.2	Alkaline soils in coastal bluff scrub and coastal scrub habitats between 10 and 200 m asl.	Annual herb April – October	**Not expected**—alkaline habitats of the type required by this species are not present within the planning area.

2 For the purposes of database querying, the relevant region is considered to be the USGS 15-munute quadrangle in which the planning area is located (Ventura) and the surrounding six quadrangles (Ojai, Saticoy, Oxnard, Matilija, White Ledge Peak, and Pitas Point).

Common name *Scientific name*	Federal status	State status	CNPS List	Habitat	Growth form Blooming period*	Potential to occur within the planning area
Dicots (continued)						
Southern tarplant *Centromadia parryi* ssp. *australis*	—	—	1B.1	Vernally mesic, often alkaline, habitats in marshes and swamp margins, valley and foothill grassland, and vernal pool communities between 0 and 427 m asl.	Annual herb May – November	**Not expected**—drying habitats of the type required by this species are not present within the planning area.
Orcutt's pincushion *Chaenactis glabriuscula* var. *orcuttiana*	—	—	1B.1	Sandy habitats in coastal bluff scrub and coastal dunes communities between 3 and 100 m asl.	Annual herb January – August	**None**—coastal dune communities are not present within the planning area.
Salt marsh bird's-beak *Chloropyron maritimum* ssp. *maritimum*	FE	SE	1B.2	Coastal dunes, marshes, and swamps between 0 and 30 m asl.	Annual herb (hemiparasitic) May – October	**None**—coastal dune and wetland communities are not present within the planning area.
Umbrella larkspur *Delphinium umbraculorum*	—	—	1B.3	Mesic cismontane woodland communities between 400 and 1,600 m asl.	Perennial herb April – June	**None**—wetland communities are not present and the planning area is below the elevational range of the species.
Mesa horkelia *Horkelia cuneata* ssp. *puberula*	—	—	1B.1	Sandy or gravelly sites in chaparral, cismontane woodland, and coastal scrub communities between 70 and 810 m asl.	Perennial herb February – July (September)	**Potential**—suitable habitat may be present in the planning area within coastal sage scrub and along the riparian edge of the Ventura River. Reported from non-specific locations in the Ojai Valley and Casitas Pass in the planning area.
Southern California black walnut *Juglans californica*[1]	—	—	4.2	Chaparral, cismontane woodland and coastal scrub communities between 50 and 900 m asl.	Deciduous tree March – August	Present—several individuals of this species are present along the Cedar Street extension alignment.
Coulter's goldfields *Lasthenia glabrata* ssp. *coulteri*	—	—	1B.1	Alkaline soils in coastal salt marshes and swamps, playas, and vernal pools between 1 and 1,220 m asl.	Annual herb February – June	**Not expected**—alkaline wetland habitat is not present within the planning area.

Common name *Scientific name*	Federal status	State status	CNPS List	Habitat	Growth form Blooming period*	Potential to occur within the planning area
Dicots (continued)						
Mexican malacothrix *Malacothrix similis*[2]	—	—	1A	Presumed extinct. Coastal dunes between 0 and 40 m asl.	Annual herb April – May	**None**—coastal dune communities are present within the planning area.
Ojai navarretia *Navarretia ojaiensis*[3]	—	—	1B.1	Openings in chaparral, coastal scrub, and valley and foothill grassland communities between 275 and 620 m asl.	Annual herb May – July	**Potential**—suitable habitat may be present within coastal sage scrub and grassland habitat in the eastern portion of the planning area. Closest reported location is Coyote Creek Canyon below Lake Casitas Dam.
White rabbit-tobacco *Pseudognaphalium leucocephalum*[4]	—	—	2.2	Sandy or gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian woodland habitats between 0 and 2,100 m asl.	Perennial herb (July) August – November (December)	**Low Potential**—suitable habitat may be present within coastal sage scrub and grassland habitat in the eastern portion of the planning area. No recent reported collections within Ventura County.
Salt spring checkerbloom *Sidalcea neomexicana*	—	—	2.2	Alkali playas and brackish marshes within chaparral, coastal scrub, lower montane coniferous forest, Mojavean desert scrub, and playa communities between 15 and 1,530 m asl.	Perennial herb March – June	**None**—playa habitats are not present within the planning area.
Southern jewel-flower *Streptanthus campestris*	—	—	1B.3	Rocky habitats in chaparral, lower montane coniferous forest, and pinyon and juniper woodland communities between 900 and 2,300 m asl.	Perennial herb May – July	**None**—rocky habitat is not present and the site lies below the elevational range of the species.
Monocots						
Late-flowered mariposa lily *Calochortus fimbriatus*	—	—	1B.2	Often on serpentinite substrates in chaparral, cismontane woodland, and riparian woodland communities between 275 and 1905 m asl.	Bulbiferous herb June – August	**Not expected**—serpentinite substrate is not present and the site lies below the elevational range of the species.
Plummer's mariposa lily *Calochortus plummerae*	—	—	1B.2	Rocky and sandy sites, usually of granitic or alluvial material in coastal scrub, chaparral, valley and foothill grassland, cismontane woodland, and lower montane coniferous forest communities between 100 and 1,700 m asl.	Bulbiferous herb May – July	**Potential**—suitable habitat may be present within coastal sage scrub and grassland communities in the eastern portion of the planning area. Closest reported location is north of Ojai and occurring with Ojai navarretia.

Common name *Scientific name*	Federal status	State status	CNPS List	Habitat	Growth form Blooming period*	Potential to occur within the planning area
Monocots (continued)						
Ojai fritillary *Fritillaria ojaiensis*	—	—	1B.2	Mesic, rocky habitats in broad-leafed upland forest, chaparral, lower montane coniferous forest communities between 300 and 998 m asl.	Bulbiferous herb February – May	**None**—rocky habitats are not present and the site lies below the elevational range of the species.
California satintail *Imperata brevifolia*	—	—	2.1	Mesic, often alkaline, habitats within chaparral, coastal scrub, Mojavean desert scrub, meadow, seep, and riparian scrub communities between 0 and 500 m asl.	Rhizomatous herb September – May	**Low Potential**—suitable habitat may be present along the riparian edge of the Ventura River. Closest reported location is along Matilija Canyon Road
Chaparral nolina *Nolina cismontana*	—	—	1B.2	Sandstone, shale, and gabbro substrates in chaparral and coastal scrub communities between 140 and 1,275 m asl.	Evergreen shrub May – July	**None**—this species is a large, conspicuous shrub and the lack of observation is sufficient to presume absence within the planning area.
Sanford's arrowhead *Sagittaria sanfordii*	—	—	1B.2	Assorted shallow freshwater habitats, marshes, and swamps between 0 and 650 m asl.	Rhizomatous herb emergent May – October	**Low Potential**—suitable habitat may be present along the riparian edge of the Ventura River. Closest report location was Mirror Lake in the Ojai Valley; the population was extirpated in 1983.

** – Months given in parentheses indicate dates on which unusually early or late flowering records have been reported*

Status abbreviations

Federal
FE: federally listed as Endangered

State
SE: state listed as Endangered

CNPS lists
1A: presumed extinct in California
1B: rare, threatened, or endangered in California and elsewhere
2: rare, threatened, or endangered in California, but more common elsewhere
4: limited distribution

CNPS threat ranks
0.1: seriously threatened in California
0.2: fairly threatened in California
0.3: not very threatened in California

[1] *A synonym of* Juglans californica *var.* californica *in the 1993 edition of* The Jepson Manual.
[2] *A synonym of* Malacothrix stebbinsii *in the 1993 edition of The Jepson Manual.*
[3] *Not in the 1993 edition of The Jepson Manual*
[4] *Treated in the 1993 edition of The Jepson Manual as* Gnaphalium leucocephalum.

Table 4.3-2
Special-Status Animal Species Reported from the Region[3]

Common name *Scientific name*	Federal status	State status	Other lists	Habitat	Potential to occur within the planning area
Insects					
Sandy beach tiger beetle *Cicindela hirticollis gravida*	—	—	CDFG Special Animals List	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.	**None**—coastal strand communities required by this species are not present within the planning area.
Globose dune beetle *Coelus globosus*	—	—	CDFG Special Animals List	Inhabitant of coastal sand dune habitats from Bodega Head in Sonoma County to Ensenada, Mexico. Inhabits foredunes and sand hummocks. Burrows beneath the sand surface and is most common beneath dune vegetation.	**None**—coastal strand communities required by this species are not present within the planning area.
Monarch butterfly (wintering sites) *Danaus plexippus*	—	—	CDFG Special Animals List	Roosts located in wind-protected tree groves (especially eucalyptus and Monterey cypress), with nectar and water sources nearby. Winter Roost sites extend along the coast from northern Mendocino County to Baja California, Mexico.	**Not expected**—large trees in wind-protected groves suitable as roost sites for this species are not present within the planning area. The species is likely to traverse the site, possibly in sizable numbers during migration, but roosting would not occur.
Fish					
Santa Ana sucker *Catostomus santaanae*	FT, FSS	SSC	—	Habitat generalist, but prefers sand, rubble, or boulder bottoms, in cool, clear water with algae to graze.	**None**—permanent fresh-water habitat is not present within the planning area. Not known to occur within the Ventura River.
Tidewater goby *Eucyclogobius newberryi*	FE	SSC	AFS: endangered	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels. Critical habitat includes the Ventura River below Main Street.[1]	**None**—permanent fresh-water habitat is not present within the planning area. May be present adjacent to the planning area within the Ventura River.

3 For the purposes of database querying, the project region is considered to be the USGS 15-munute quadrangle in which the planning area is located (Ventura) and the surrounding six quadrangles (Ojai, Saticoy, Oxnard, Matilija, White Ledge Peak, and Pitas Point).

Common name *Scientific name*	Federal status	State status	Other lists	Habitat	Potential to occur within the planning area
Fish (continued)					
Unarmored threespine stickleback *Gasterosteus aculeatus williamsoni*	FE, FSS	SE, CDFG Fully Protected	—	Cool, clear water with abundant vegetation in weedy pools, backwaters and among emergent vegetation at the stream edge in small Southern California streams.	**None**—permanent fresh-water habitat is not present within the planning area. Not known to occur within the Ventura River.
Southern steelhead—Southern California DPS *Oncorhynchus mykiss irideus*	FT	SSC	—	Federal listing refers to populations from the Santa Maria River south to the southern extent of the species range (San Mateo Creek in San Diego County). Southern steelhead likely has greater physiological tolerance of warmer water and more variable conditions than northern subspecies. Critical habitat includes the Ventura River below Matilija Dam.[2]	**None**—permanent fresh-water habitat is not present within the planning area. May be present adjacent to the planning area within the Ventura River.
Amphibians					
California red-legged frog *Rana draytonii*	FT	SSC	—	Requires 11 to 20 weeks of permanent water for larval development; must have access to aestivation habitat. Occurs in lowlands and foothills in or near permanent sources of deep water with dense, shrubby, or emergent riparian vegetation. Critical habitat not designated within the Westside Community Planning area.[3]	**None**—permanent fresh-water habitat is not present within the planning area.
Coast Range newt *Taricha torosa*	—	SSC	—	Occurs primarily in valley-foothill hardwood, valley-foothill hardwood-conifer, coastal scrub, and mixed chaparral, but is also known from annual grassland and mixed conifer types. Elevation range extends from near sea level to about 1,830 m. Terrestrial individuals seek cover under surface objects such as rocks and logs, or in mammal burrows, rock fissures, or human-made structures such as wells. Aquatic larvae find cover beneath submerged rocks, logs, debris, and undercut banks. Breeding and egg laying occur in intermittent streams, rivers, permanent and semi-permanent ponds, lakes and large reservoirs.	**None**—permanent fresh-water habitat is not present within the planning area.

Common name *Scientific name*	Federal status	State status	Other lists	Habitat	Potential to occur within the planning area
Reptiles					
Silvery legless lizard *Anniella pulchra pulchra*	FSS	SSC	—	Leaf litter associates with sandy or loose loamy soil of high moisture content under sparse vegetation	**Potential**—suitable habitat may be present within the Ventura River riparian community and beneath trees along the eastern portion of the planning area. Reported from Anacapa Street near the railroad tracks.
Coastal whiptail *Aspidoscelis tigris stejnegeri*	—	—	CDFG Special Animals List	Various habitats in firm, sandy or rocky soils within sparse vegetation, open areas, woodlands, and riparian communities of deserts and semi-arid areas.	**Potential**—likely to be present within scrub and grassland communities in the eastern portion of the planning area. Closest reported location is Sexton Canyon, 4 miles northeast of Ventura.
Western pond turtle *Emys marmorata*	BLMS, FSS	SSC	—	Requires basking sites such as partially submerged logs, vegetation mats or open mud banks and needs suitable nesting sites in permanent or near permanent bodies of water in many habitat types below 2,000 m asl.	**Not expected**—suitable basking and reproductive habitat is not present, and upland habitats are isolated from the Ventura River, so that aestivation within the planning area is unlikely.
Coast horned lizard *Phrynosoma blainvillii*	BLMS, FSS	SSC	—	Occurs in relatively open areas of coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest habitat on sandy soils, often in association with harvester ants.	**Potential**—suitable habitat is present within coastal sage scrub habitats in the eastern portion of the planning area. Closest reported location is north of the Los Robles Diversion Canal, west of Ojai Valley.
Two-striped garter snake *Thamnophis hammondii*	BLMS, FSS	SSC	—	Perennial and intermittent streams having rocky or sandy beds and artificially created aquatic habitats (manmade lakes and stock ponds); requires dense riparian vegetation. From sea level to 2,400 m (8,000 ft.).	**Potential**—suitable habitat is present within riparian communities within the planning area. Closest reported location is 2 miles north of Ventura along Mill Canyon Road.

Common name *Scientific name*	Federal status	State status	Other lists	Habitat	Potential to occur within the planning area
Birds					
Tricolored blackbird (nesting colony) *Agelaius tricolor*	BCC, BLMS	SSC	USBC, AWL, ABC	Highly colonial species, requiring open water, protected nesting substrate and foraging areas with insect prey within a few km of the colony.	**None**—nesting habitat is not present but individuals may occasionally forage within the planning area.
Burrowing owl (burrow sites) *Athene cunicularia*	BCC, BLMS	SSC	—	Open, dry grassland and desert habitats throughout California, or scrublands characterized by low-growing, widely spaced vegetation. Dependent upon burrowing mammals, especially California ground squirrel.	**Not expected**—level areas of low-growing vegetation in the eastern portion of the planning area are small in extent (typically less than 100 ft. wide) and frequented by human and domestic animal traffic.
Western snowy plover *Charadrius alexandrinus nivosus*	FT, BCC	SSC	ABC, AWL, USBC	Nests, feeds, and takes cover on sandy or gravelly beaches along the coast, on estuarine salt ponds, alkali lakes, and at the Salton Sea. Requires a sandy, gravelly, or friable soil substrate for nesting.	**None**—coastal strand communities required by this species are not present within the planning area.
Western yellow-billed cuckoo (nesting) *Coccyzus americanus occidentalis*	FC, BCC, FSS	SE	—	Nests in riparian jungles of willow often mixed with cottonwood with an understory of blackberry, nettles, or wild grape.	**None**—suitable dense riparian woodland is not present within the planning area; transient individuals may rarely be present within riparian habitats associated with the Ventura River.
Yellow warbler (nesting) *Dendroica petechia brewsteri*	—	SSC	—	Riparian plant associations, preferably of willow, cottonwood, aspen, sycamore, and alder for nesting and foraging. Also nests in montane shrubbery of open conifer forests.	**Potential**—suitable habitat may be present within riparian habitats on the Ventura River. Closest reported location is along the Santa Clara River, near Piru Creek.
White-tailed kite (nesting) *Elanus leucurus*	—	CDFG Fully Protected	—	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to close to isolated, dense-topped trees for nesting and perching.	**Potential**—suitable habitat may be present within riparian woodland habitats on the Ventura River. Closest reported location is along the Santa Clara River, east of Santa Paula.

Common name *Scientific name*	Federal status	State status	Other lists	Habitat	Potential to occur within the planning area
Birds (continued)					
Southwestern willow flycatcher (nesting) *Empidonax traillii extimus*	FE, FSS (full species)	SE (full species)	USBC, AWL, ABC (all include full species)	Dense willow thickets are required for nesting and roosting. Nesting site usually near languid stream, standing water, or seep. Most numerous where extensive thickets of low, dense willows edge on wet meadows, ponds, or backwaters.	**Potential**—suitable habitat may be present within riparian habitats on the Ventura River. Closest reported location is along the Santa Clara River, near Santa Paula.
Yellow-breasted chat (nesting) *Icteria virens*	—	SSC	—	Summer resident in riparian thickets of willow and other brushy tangles such as blackberry and wild grape near watercourses.	**Potential**—suitable habitat may be present within riparian habitats on the Ventura River. Closest reported location is along the Santa Clara River, near Piru Creek.
Belding's savannah sparrow *Passerculus sandwichensis beldingi*	—	SE	—	Very local breeder on the southern coast from Santa Barbara to San Diego County. Nests in *Salicornia* on and about margins of tidal flats.	**None**—tidal flat habitat is not present on within the planning area.
Bank swallow (nesting) *Riparia riparia*	—	ST	—	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	**None**—suitable steep-sided muddy banks are not present within the planning area.
California least tern *Sternula antillarum browni*	FE	SE, CDFG Fully Protected	USBC, ABC (both listings include full species)	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas.	**None**—coastal strand communities required by this species are not present within the planning area.
Least Bell's vireo *Vireo bellii pusillus*	FE, BCC	SE	USBC, AWL, ABC	Resident below about 600 m (2,000 ft.) in willows and other low, dense valley foothill riparian habitat. Thickets of willow and other low shrubs afford nesting and roosting cover. May inhabit thickets along dry, intermittent streams. Critical habitat not designated within the Westside Community Planning area.[4]	**Potential**—suitable habitat may be present within riparian habitats on the Ventura River. This species is located within the Ventura River, both upstream and downstream of the Main Street bridge.

Common name *Scientific name*	Federal status	State status	Other lists	Habitat	Potential to occur within the planning area
Mammals					
Pallid bat *Antrozous pallidus*	FSS, BLMS	SSC	WBWG High	Day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings. Night roosts may be in more open sites, such as porches and open buildings.	**Potential**—may roost within trees and buildings within the planning area. This species is recorded from the City of Ventura.
Dulzura pocket mouse *Chaetodipus californicus femoralis*	—	—	SSC	Inhabits a variety of habitats year-round, including coastal scrub, chamise-redshank and montane chaparral, sagebrush, annual grassland, valley foothill hardwood, valley foothill hardwood-conifer, and montane hardwood habitats. Ranges in elevation from sea level to 2,400 m (7,900 ft.).	**Potential**—suitable habitat is present in coastal sage scrub communities within the planning area. The closest reported location to the planning area is at the non-specific location of "Weldons."
Mexican long-tongued bat *Choeronycteris mexicana*	—	SSC	WBWG High	Known in California only from San Diego County and only as a summer resident. California records largely have been in urban habitat in San Diego. In New Mexico and Arizona, long-tongued bats have been found from sea level to 2,400 m (6,000 ft.), occupying desert and montane riparian, desert succulent shrub, desert scrub, and pinyon-juniper habitats.	**Potential**—may roost within trees and buildings within the planning area. The only reported location within Ventura County is a non-specific location within the City of Ventura from 1994.
Western mastiff bat *Eumops perotis californicus*	BLMS	SSC	WBWG High	Roosts in crevices in cliff faces, high buildings, trees and tunnels within many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, *etc.*	**Potential**—may roost within trees and buildings within the planning area. The closest reported location to the planning area is at the non-specific location of "Weldons."
Hoary bat *Lasiurus cinereus*	—	—	WBWG Medium	Habitats suitable for bearing young include all woodlands and forests with medium to large-size trees and dense foliage. Generally roosts in dense foliage of medium to large trees.	**Potential**—may roost within trees within the planning area. The closest reported location is 3 miles east of Wheeler Springs.
San Diego desert woodrat *Neotoma lepida intermedia*	—	SSC	—	Moderate to dense canopies in coastal scrub of Southern California from San Diego County to San Luis Obispo County. Particularly abundant in rock outcrops, rocky cliffs and slopes.	**Potential**—suitable habitat is present in coastal sage scrub communities within the planning area. The closest reported location is east of Punta Gorda, west of Ventura.

Common name *Scientific name*	Federal status	State status	Other lists	Habitat	Potential to occur within the planning area
Mammals (continued)					
American badger *Taxidea taxus*	—	SSC	—	Drier, open stages of most shrub, forest, and herbaceous habitats with friable soils.	**Potential**—suitable habitat is present in coastal sage scrub communities within the planning area. The closest reported location is at Foster Park, north of Ventura.

Status abbreviations

Federal
FE: Federally listed as Endangered
FT: Federally listed as Threatened
FC: Federal Candidate species
BLMS: Bureau of Land Management Sensitive Species
FSS: USDA Forest Service Sensitive Species
BCC: Fish and Wildlife Service Birds of Conservation Concern

State
SE: State-listed as Endangered
ST: State-listed as Threatened
SSC: CDFG Species of Special Concern

Other
AFS: American Fisheries Society categories of risk: vulnerable, threatened, or endangered
AWL: Audubon Watch List
ABC: American Bird Conservancy Green List
USBC: United States Bird Conservation Watch List
WBWG: Western Bat Working Group: High, Medium and Low priority

[1] *71 Federal Register 68914.*
[2] *70 Federal Register 52488.*
[3] *70 Federal Register 66906*
[4] *59 Federal Register 4847.*

Sensitive species known to occur within the seven-quad region and observed or having potential to occur within the planning area, or within adjacent habitats in the Ventura River, include Miles' milk-vetch (*Astragalus didymocarpus var. milesianus*), mesa horkelia (*Horkelia cuneata* ssp. *puberula*), Southern California black walnut (*Juglans californica*, observed on site), Ojai navarretia (*Navarretia ojaiensis*), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), Plummer's mariposa lily (*Calochortus plummerae*), California satintail (*Imperata brevifolia*), Sanford's arrowhead (*Sagittaria sanfordii*), tidewater goby (*Eucyclogobius newberryi*), southern steelhead (*Oncorhynchus mykiss irideus*), silvery legless lizard (*Anniella pulchra pulchra*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), coast horned lizard (*Phrynosoma blainvillii*), two-striped garter snake (*Thamnophis hammondii*), white-tailed kite (*Elanus leucurus*), southwestern willow flycatcher (*Empidonax traillii extimus*), least Bell's vireo (*Vireo bellii pusillus*), yellow warbler (*Dendroica petechia brewsteri*), yellow-breasted chat (*Icteria virens*), pallid bat (*Antrozous pallidus*), Dulzura pocket mouse (*Chaetodipus californicus femoralis*), Mexican long-tongued bat (*Choeronycteris mexicana*), western mastiff bat (*Eumops perotis californicus*), hoary bat (*Lasiurus cinereus*), San Diego desert woodrat (*Neotoma lepida intermedia*), and American badger (*Taxidea taxus*). All 57 species are listed in **Tables 4.3-1 and 4.3-2**, along with their habitat requirements and likelihood to be present within the planning area. The California Department of Fish and Game (CDFG) identify all listed sensitive species and their habitats on their website (www.dfg.ca.gov).

Future development that may be proposed east of Cedar Street between Kellogg Street and East Prospect Street, along the Cedar Street Extension alignment, within riparian vegetation along School Canyon Road, or within developed areas containing buildings or trees suitable for nesting/roosting bat species, may require site-specific surveys for the potentially occurring species identified above, which would be necessary to confirm their presence within a specific development project site.

Wildlife Corridors

The Ventura River constitutes an important wildlife corridor within the region and is the primary intact natural feature that supports habitat continuity along the western end of the City of Ventura, with habitat suitable for several common and special-status resident, transitory, and migratory species. Other than roosting habitat for migratory birds in trees within the urban forest, habitat attributes supporting wildlife movement are generally absent from the remainder of the planning area.

b. Regulatory Framework

Federal Regulations

Migratory Bird Treaty Act of 1918

The Migratory Bird Treaty Act makes it unlawful to "take" any migratory bird, including their nests, eggs, or products. Take is defined as the killing, capturing, or harassing of a species. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many other species that may utilize natural and artificial habitats throughout the Westside Community Planning area.

Federal Endangered Species Act of 1973

Section 3 of the federal Endangered Species Act (ESA) defines an Endangered species as any species or subspecies "in danger of extinction throughout all or a significant portion of its range." A Threatened species is defined as any species or subspecies of fish, wildlife, or plants "likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range." Threatened or Endangered species and their critical habitat are designated through publication of a final rule in the Federal Register. Designated Endangered and Threatened animal species are fully protected from "take" unless an applicant has an incidental take permit issued by the USFWS for land and freshwater species of National Marine Fisheries Service (NMFS) for marine and andraomous species under Section 10 or incidental take statement issued under Section 7 of the ESA. Proposed Endangered or Threatened species or their critical habitat are those for which a proposed regulation, but no final rule, has been published in the Federal Register.

Federal Rivers and Harbors Act

Federal regulations of "waters of the United States" stem from Section 10 of the Federal Rivers and Harbors Act of 1899, enacted to regulate activities within navigable waters. The Federal Clean Water Act (CWA) was passed in 1972 and regulates discharges into waters of the United States. Section 404 of this Act regulates activities including fills placed into waters of the United States.

"Waters of the United States" are as follows:

(1) All waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;

(2) All interstate waters, including interstate wetlands;

(3) All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters;

a. Which are or could be used by interstate or foreign travelers for recreational or other purposes; or

b. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or

c. Which are used or could be used for industrial purpose by industries in interstate commerce;

(4) All impoundments of waters otherwise defined as waters of the United States under the definition;

(5) Tributaries of waters identified in paragraphs (a) (1) through (4) of this section;

(6) The territorial seas;

(7) Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (a)(1) through (6) of this section.

U.S. Army Corps of Engineers (USACE) jurisdiction in non-tidal waters typically extends to the ordinary high water mark (OHWM). The OHWM for intermittent streams, for example, can be determined by the fluctuations of water as indicated by physical characteristics such as clear, natural lines impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas (33 CFR 328.3(e)).

In 2006, the U.S. Supreme Court revisited the issue of jurisdictional scope of Section 404 of the CWA. In Rapanos v. U.S and Carabell v U.S., the court ruled that waters of the U.S. are subject to CWA jurisdiction if (1) the water body is relatively permanent (seasonal, typically three months); (2) is a wetland that directly abuts a relatively permanent water body or; (3) if the water body and its adjacent wetland has a significant physical, biological, or chemical nexus with a traditionally navigable waterway.

Most impacts to areas delineated as waters of the United States, if determined to be jurisdictional by the USACE, require approval under the authority of the Clean Water Act and its implementing regulations.

Clean Water Act – Section 404

The federal Clean Water Act (CWA) was passed in 1972 and regulates discharges into waters of the United States. Section 404 of the CWA regulates activities including fills placed into waters of the United States.

The deposition of fill to an area delineated as waters of the United States, including wetlands, and determined to be under the USACE jurisdiction, requires a permit or other approval by USACE

Regulatory Branch. Fill is broadly defined to include most materials (*e.g.*, rock, soil, pilings, concrete, wood, some incidental fallback of soil from earth-moving equipment, and in some cases additional water) that can be discharged into a water or wetland.

Most Section 404 permits require mitigation for reducing overall impacts to overall wetlands, including waters of the United States and their functions.

Section 401

Section 401 of the federal CWA authorizes the State of California to certify that federal permits and licenses do not violate the state's water quality standards. The state's implementing regulations to conduct certifications are codified under the California Code of Regulations Title 23, "Waters," Sections 3830–3869. Projects qualifying for a USACE Section 404 permit must submit materials for review to the appropriate Regional Water Quality Control Board (RWQCB) and request a Section 401 certification. The Section 401 certification requires that certain federal permits, including USACE Section 404 permits, must be certified as meeting the state's water quality standards. An application must be submitted to the RWQCB for approval. Much of the same information (project description, potential impacts, and mitigation measures) necessary to apply for USACE Section 404 and CDFG Section 1602 permits is required for the Section 401 certification.

In response to certain federal court decisions that limited USACE jurisdiction, the state issued several directives to the regional boards regarding the regulation of isolated waters no longer regulated by the USACE. At present, the State Water Quality Control Board and the RWQCBs are to:

(1) continue issuing Section 401 certifications for federal permits; and

(2) issue Waste Discharge Requirements (WDRs) for dredge or fill discharges to waters deemed by the USACE as not subject to federal jurisdiction referencing the same regulatory considerations that are used to issue general WDRs.

A Section 401 certification and a WDR application may be made on the same form, but the State Board has issued a model letter to be submitted with the WDR application to clarify that the WDRs are intended to cover "waters of the State" not covered by the Section 401 certification, and not subject to the USACE regulations.

State Regulations

California Endangered Species Act

The California Endangered Species Act (CESA) declares that deserving plant or animal species will be given protection by the state because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the state. CESA establishes that it is state policy to conserve, protect, restore, and enhance Endangered species and their habitats. Under state law, plant and animal species may be formally designated as Rare, Threatened, or Endangered through official listing by the California Fish and Game Commission. Listed species are given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

On private property, Endangered plants may also be protected by the Native Plant Protection Act (NPPA) of 1977. State-listed Threatened plants are protected by CESA, and state-listed Rare plants are protected by the NPPA. However, CESA authorizes that "Private entities may take plant species listed as Endangered or Threatened under the ESA and CESA through a federal incidental take permit issued pursuant to Section 10 of the ESA, if the CDFG certifies that the incidental take statement or incidental take permit is consistent with CESA." In addition, the California Environmental Quality Act (CEQA) requires disclosure of any potential impacts on listed species and alternatives or mitigation that would reduce those impacts.

California Environmental Quality Act – Treatment of Listed Plant and Animal Species

ESA and CESA protect only those species formally listed as Threatened or Endangered (or Rare in the case of the state list) by federal or California governments. Section 15380 of the *State CEQA Guidelines* independently defines "endangered" species of plants or animals as those whose survival and reproduction in the wild are in immediate jeopardy and "rare" species as those who are in such low numbers that they could become endangered if their environment worsens. Therefore, a project will normally have a significant effect on the environment if it will substantially affect a rare or endangered species of animal or plant or the habitat of the species. The significance of impacts to a species under CEQA must be based on analyzing actual rarity and threat of extinction despite legal status or lack thereof.

California Fish and Game Code – Section 1602

The State of California regulates water resources under Sections 1600–1605 of the Fish and Game Code of California.

It is unlawful for any person to divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds, without first notifying the department of that activity.

CDFG considers most natural drainages to be streambeds unless it can be demonstrated otherwise. Streams are defined in the California Code of Regulations Title 14, Chapter 1, Section 1.72 as follows:

> *A stream is a body of water that follows at least periodically or intermittently through a bed or channel having banks and that support fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation.*

CDFG jurisdiction includes ephemeral, intermittent, and perennial watercourses, and is often extended to the limit of riparian habitats that are located contiguous to the water resource and that function as part of the watercourse system. Section 2785(e) of the Fish and Game Code of California states:

> *Riparian habitat means lands which contain habitat which grows close to and which depends on soil moisture from a nearby freshwater source.*

Any project that impacts CDFG jurisdictional areas, including fills, vegetation removal, or bridging, requires a Section 1602 Streambed Alteration Agreement from CDFG. Much of the same information (*i.e.*, project description, potential impacts, mitigation measures, *etc.*) necessary to apply for USACE Section 404 permits is required for the Streambed Alteration Agreement application.

California Fish and Game Code – Sections 3503, 3503.5, and 3800

These sections of the Fish and Game Code prohibit the destruction of bird nests and eggs (Section 3503), and the take of birds of prey (Section 3503.5) and nongame birds (Section 3800). Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered "take." Such a take would also violate federal law protecting migratory birds.

Incidental Take Permits (i.e., Management Agreements) are required from the CDFG for projects that may result in the incidental take of species listed by the State of California as Endangered, Threatened, or candidate species. The permits require that impacts to protected species be minimized to the extent possible and mitigated to a level of insignificance.

California Coastal Act of 1976

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. The mission of the Coastal Commission is to protect, conserve, restore, and enhance environmental and human-based

resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations.

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

The California Coastal Act of 1976 (Public Resources Code 30000 et. seq.) establishes policies guiding development and conservation along the California coast. Coastal Act policies fall into six general categories: public access, recreation, marine environment, land resources, development, and industrial development.

The Coastal Act requires local jurisdictions that are located (wholly or partly) in the coastal zone to prepare a Local Coastal Program (LCP) for the portion of the local jurisdiction that lies within the Coastal Zone. The LCP consists of a Land Use Plan (such as the General Plan) and an Implementation Plan (*i.e.*, Zoning Regulations). The Coastal Commission must approve (i.e., certify) a City's LCP in order to ensure that the LCP is consistent with, and achieves the objectives of, the Coastal Act.

City

General Plan

The Our Natural Community chapter of the City of Ventura 2005 General Plan contains the following Policies and Actions to address the conservation of biological resources that apply to the proposed project.

Policy 1A: Reduce beach and hillside erosion and threats to coastal ecosystem health.

Action 1.1: Adhere to the policies and directives of the California Coastal Act in reviewing and permitting any proposed development in the Coastal Zone.

Action 1.2: Prohibit non-coastal-dependent energy facilities within the Coastal Zone, and require any coastal-dependent facilities including pipelines and public utility structures to avoid coastal resources (including recreation, habitat, and archaeological areas) to the extent feasible, or to minimize any impacts if development in such areas is unavoidable.

Action 1.7: Update the Hillside Management Program to address and be consistent with the Planning Designations as defined and depicted on the General Plan Diagram.

Policy 1B: Increase the area of open space protected from development impacts.

Action 1.8: Buffer barrancas and creeks that retain natural soil slopes from development according to state and federal guidelines.

Action 1.9: Prohibit placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.

Action 1.10: Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.

Action 1.11: Require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.

Action 1.12: Update the provisions of the Hillside Management Program as necessary to ensure protection of open space lands.

Action 1.13: Recommend that the City's Sphere of Influence boundary be coterminous with the existing City limits in the hillsides in order to preserve the hillsides as open space.

Action 1.14: Work with established land conservation organizations toward establishing a Ventura hillsides preserve.

Action 1.15: Actively seek local, state, and federal funding sources to achieve preservation of the hillsides.

Policy 1C: Improve protection for native plants and animals.

Action 1.16: Comply with directives from regulatory authorities to update and enforce stormwater quality and watershed protection measures that limit impacts to aquatic ecosystems and that preserve and restore the beneficial uses of natural watercourses and wetlands in the city.

Action 1.17: Require development to mitigate its impacts on wildlife through the development review process.

Action 1.18: Require new development adjacent to rivers, creeks, and barrancas to use native or non-invasive plant species, preferably drought tolerant, for landscaping.

Action 1.19: Require projects near watercourses, shoreline areas, and other sensitive habitat areas to include surveys for state and/or federally listed sensitive species and provide appropriate buffers and other mitigation necessary to protect habitat for listed species.

Action 1.22: Adopt development code provisions to protect mature trees, as defined by minimum height, canopy, and/or trunk diameter.

Action 1.23: Require, where appropriate, the preservation of healthy tree windrows associated with current and former agricultural uses, and incorporate trees into the design of new developments.

Action 1.24: Require new development to maintain all indigenous tree species or provide adequately sized replacement native trees on a 3:1 basis.

Policy 1D: Expand the use of green practices.

Action 1.26: Reduce pesticide use in City operations.

Downtown Specific Plan

The Downtown Specific Plan provides the following policies and actions related to biological resources that would apply to the portion of the planning area within the Downtown Specific Plan area:

Policy 8A Reduce beach erosion, hillside erosion, and threats to coastal ecosystem health.

Action 8.3 Require that Environmentally Sensitive Habitat Areas (ESHA), especially in the vicinity of Ventura River, be preserved or enhanced as undeveloped open space wherever feasible and require that future development result in no net loss of wetlands or natural coastal areas.

Policy 8B Improve protection for native plants and animals and maintain the urban canopy.

Action 8.7 Require development to mitigate its impacts on wildlife through the development review process.

Action 8.8 Require development adjacent to rivers and wetlands to use native or non-invasive species, preferably drought-tolerant for landscaping.

Action 8.9 Require development proposals near watercourses, shoreline areas, and other sensitive habitat areas include surveys for state and/or federally listed sensitive and endangered species and to provide appropriate buffers and other mitigation necessary to protect habitat for listed species.

Action 8.10 Require all new development projects to retain and protect historic and indigenous trees (per existing City regulations) and mature trees defined by, and subject to the provisions of a future Tree Preservation Ordinance to be prepared per General Plan Action 1.22.

4.3.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section IV, Biological Resources, the following significance thresholds are used to evaluate project impacts related to Biological Resources.

BIO-1 Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

BIO-2 Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

BIO-3 Would the project 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?

BIO-4 Would the project 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?

BIO-5 Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

BIO-6 Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Based upon Appendix G of the *State CEQA Guidelines* under Section XVII, Mandatory Findings of Significance, the following significance threshold is used to evaluate project impacts related to Biological Resources.

BIO-7 Would the project 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, or reduce the number or restrict the range of a rare or endangered plant or animal?

BIO-8 Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).

b. Methodology

To evaluate the biological resources found or potentially occurring within the planning area, and adjacent to the planning area that could be indirectly impacted, available literature and data sources, including the City of Ventura 2005 General Plan, aerial photography, and the current versions of the California Natural Diversity Data Base (CNDDB)[4] and California Native Plant Society (CNPS)[5] Inventory of Rare and Endangered Plants were reviewed for the USGS 7.5-minute quadrangle in which the planning area is located (Ventura) and the six surrounding quadrangles (Ojai, Saticoy, Oxnard, Matilija, White Ledge

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4 California Department of Fish and Game (CDFG). 2011. California Department of Fish and Game Natural Diversity Data Base © 2003, Version 3.1.1, Update September 3, 2011.

5 California Native Plant Society (CNPS). 2011. California Native Plant Society Inventory of Rare and Endangered Plants, 8th Edition. Online: http://www.rareplants.cnps.org/. Update September 18, 2011.

Peak, and Pitas Point). A list of potentially occurring special-status species was generated based on these resources for use in field survey and impact assessment (see **Tables 4.3-1** and **4.3-2**).

A general walking and driving reconnaissance of developed areas within the planning area was conducted on September 26, 2011 in order to verify previous documentation of the planning area. Where development gives way to natural and semi-natural communities, such as along the eastern and northern portions of the planning area and within the Ventura River, a more in-depth walking survey was conducted. The surveys were conducted by a biologist qualified to conduct such surveys, in accordance with established resource agency survey protocols, as applicable, or consistent with accepted survey methodologies for particular species if published protocols did not exist.

c. Analysis, Mitigation Measures, and Residual Impacts

The Ventura Westside Community Plan includes the following goal, policies, and actions pertaining to biological resources.

Goal: Support the native ecology, endangered species, and opportunities for recreational uses in and along the Ventura River.

Policy 12 A: Restore and enhance connection to the Ventura River Trail.

Policy 12 B: Participate with stakeholders and agencies to protect natural resources and enhance the Ventura River.

Action 12.1.2: Assist and work regionally with the County and Ventura River stakeholders in the creation of the Ventura River Parkway for watershed and recreation planning.

Action 12.1.3: Upon adoption of the Ventura River Multi-Species Habitat Conservation Plan, new development shall coordinate with federal, state and local resource agencies to facilitate recovery of endangered species in the Ventura River Watershed.

Policy 12 C: Follow a development approach that contributes to resource conservation in the Westside Community.

Action 12.1.4: In partnership with other stakeholders, conduct an inventory of existing conditions and hydrological resources at the regional and watershed scale and formulate a plan to mitigate

hydrological impacts of development to water quality of local surface drainage in developed areas adjacent to the Ventura River.

Action 12.1.5: Provide bio-filtering and groundwater recharging through LID and other careful design of new development in the Westside Community.

Action 12.1.6: Require new development to install city approved trash excluders in stormwater inlets to reduce trash outflow to the Ventura River.

Policy 12 P: Enhance the streetscape of the Westside.

Action 12.3.19: Protect existing trees and plant new trees, especially along Ventura Avenue.

Action 12.3.20: Add trees, streetscape improvements, public art, and architectural elements along Ventura and Olive Avenues. Action implemented, in part, through Regulating Code.

Action 12.3.21: Explore with Westside property owners the placement of neighborhood street trees on private parcels.

Policy 12 W. Incorporate green design and infrastructure solutions into the urban landscape using low impact development techniques to protect and preserve water resources.

Action 12.5.1: Require new development and redevelopment to implement Low Impact Development stormwater techniques as outlined in the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures to retain, treat, and infiltrate stormwater runoff.

Action 12.5.2: Promote a natural means of drainage from Westside to the Ventura River in new development where feasible in existing developed areas.

Action 12.6.3: Plan, design, and seek funding to install passive green space fronting the Adult Center on Ventura Avenue.

Action 12.6.5: Pursue opportunities for development of vacant or underutilized lots as neighborhood greenspace.

BIO-1 Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Class III, Not Significant)

Analysis

Twenty-seven sensitive plant and animal taxa may potentially utilize habitats within or adjacent to the planning area. These species include Miles' milk-vetch, mesa horkelia, Southern California black walnut (observed on site), Ojai navarretia, white rabbit-tobacco, Plummer's mariposa lily, California satintail, Sanford's arrowhead, tidewater goby, southern steelhead, red-legged frog, silvery legless lizard, coastal whiptail, coast horned lizard, two-striped garter snake, white-tailed kite, southwestern willow flycatcher, least Bell's vireo, yellow warbler, yellow-breasted chat, pallid bat, Dulzura pocket mouse, Mexican long-tongued bat, western mastiff bat, hoary bat, San Diego desert woodrat, and American badger.

Implementation of the proposed project would permit expansion of existing development east of Cedar Street between Kellogg Street and East Prospect Street, and construction of the Cedar Street extension along the eastern portion of the planning area. Aside from the extension of Cedar Street along the eastern edge of the planning area, the proposed project would not expand the areas within the Westside Community Planning area designated for development beyond what was envisioned in the General Plan. This development would be sited within disturbed grassland and scrub communities containing scattered Southern California black walnut trees and could exert a potentially adverse impact to these, as well as additional special-status species utilizing habitats within these areas. Additionally, any development within the planning area that would involve the removal of trees or other nesting habitat for common or special-status bird species would be subject to state and federal laws that protect nesting birds.

No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area. Projects proposed within the Westside Community Plan area would be required to adhere to Policy 12 W and Action 12.5.1 in the Westside Community Plan to protect water

resources which may, over time, have a beneficial effect. Please refer to **Section 4.8, Hydrology and Water Quality**, for more information.

Actions of the proposed Westside Community Plan that would compensate for many but not all of the potential impacts associated with implementation of the proposed project include Action 12.1.2, Action 12.1.3, Action 12.1.4, Action 12.1.5, Action 12.1.6, Action 12.3.19, Action 12.3.21, Action 12.5.1, and Action 12.5.2.

The 2005 General Plan includes the following actions aimed at the protection of riparian areas from the impacts of future development: Action 1.16, Action 1.17, Action 1.18, Action 1.19, Action 1.23, and Action 1.24.

The 36 acres of the planning area subject to the Downtown Specific Plan would implement the following actions, which would further reduce potential impacts in the affected area: Action 8.3, Action 8.7, Action 8.8, Action 8.9, and Action 8.10.

Adherence to the above City of Ventura 2005 General Plan policies would serve to decrease this impact to a level of less than significant, in particular, Action 1.24, which would require the replacement of Southern California black walnut on a 3:1 basis impacted by the extension of Cedar Street.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant; some effects associated with water quality would be Class IV (beneficial).

BIO-2 Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Class III, Not Significant)

Analysis

Development allowed under the proposed project would generally avoid direct impacts to riparian communities; however, stormwater runoff within the Westside Community Planning area could have indirect effects on water quality during construction and operation. Specific projects proposed for development within the Westside Community Planning area would be required to comply with the

City's requirements to comply with the National Pollution Discharge Elimination System (NPDES) program to control the quantity and quality of runoff. In addition, projects proposed within the Westside Community Plan area would be required to adhere to Policy 12 W and Action 12.5.1 in the Westside Community Plan to protect water resources, which may, over time, have a beneficial effect. Please refer to **Section 4.8, Hydrology and Water Quality**, for more information. Also, improved access and expanded trail systems connecting the Westside planning area to the Ventura River may exert impacts to riparian communities along the river margins. No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area.

Actions of the proposed Westside Community Plan that would compensate for many but not all of the potential impacts associated with implementation of the proposed project, include Action 12.1.2, Action 12.1.3, Action 12.1.4, Action 12.1.5, Action 12.1.6, Action 12.5.1, and Action 12.5.2.

Implementation of the following City of Ventura 2005 General Plan policies and actions, including Action 1.8 (which requires buffers from rivers, creeks, and barrancas), would further reduce potential impacts to a Class III, Not Significant level: Action 1.8, Action 1.9, Action 1.10, Action 1.11, Action 1.12, Action 1.16, Action 1.17, Action 1.18, and Action 1.19.

The 36 acres of the planning area subject to the Downtown Specific Plan would implement the following actions, which would further reduce potential impacts in the affected area: Action 8.3, Action 8.7, Action 8.8, Action 8.9, and Action 8.10.

Adherence to the above City of Ventura 2005 General Plan and Downtown Specific Plan policies, in addition to those proposed by the Westside Community Plan, would serve to decrease this impact to a level of less than significant, in particular, Action 1.19, which would require surveys for state and/or federally listed sensitive species such as least Bell's vireo and provide mitigation to protect habitat for listed species, if any are recorded in the development area.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant; some effects associated with water quality would be Class IV (beneficial).

BIO-3 Would the project 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? (Class III, Not Significant)

Analysis

Development allowed under the proposed project would generally avoid direct impacts to riparian communities; however, improved access and expanded trail systems connecting the Westside to the Ventura River may exert impacts to riparian communities along the river margins. No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area.

Actions of the proposed Westside Community Plan that would compensate for many but not all of the potential impacts associated with implementation of the proposed project include Action 12.1.2, Action 12.1.3, Action 12.1.4, Action 12.1.5, Action 12.1.6, Action 12.5.1, and Action 12.5.2.

Implementation of the following City of Ventura 2005 General Plan policies and actions, including Action 1.8 (which requires buffers from rivers, creeks, and barrancas), would reduce potential impacts to a Class III, Not Significant level: Action 1.8, Action 1.9, Action 1.10, Action 1.11, Action 1.12, Action 1.16, Action 1.17, Action 1.18, and Action 1.19.

The 36 acres of the planning area subject to the Downtown Specific Plan would implement the following actions, which would further reduce potential impacts in the affected area: Action 8.3, Action 8.8, and Action 8.9.

Projects proposed within the Westside Community Plan area would be required to adhere to Policy 12 W and Action 12.5.1 in the Westside Community Plan to protect water resources, which may, over time, have a beneficial effect. Please refer to **Section 4.8, Hydrology and Water Quality**, for more information.

Adherence to the above City of Ventura 2005 General Plan policies, in addition to those proposed by the Westside Community Plan, would serve to decrease this impact to a level of less than significant, in particular, Action 1.8, which would buffer barrancas and creeks that retain natural soil slopes from development according to state and federal guidelines and Action 1.11, which would require that sensitive wetland and coastal areas be preserved as undeveloped open space wherever feasible and that future developments result in no net loss of wetlands or "natural" coastal areas.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant; some effects associated with water quality would be Class IV (beneficial).

BIO-4 Would the project 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? (Class II, Potentially Significant but Mitigable)

Analysis

Development allowed under the proposed project would generally avoid impacts to wildlife movement and native wildlife nursery sites by emphasizing reuse and intensification of currently developed areas rather that development within currently undisturbed, natural, or semi-natural habitat areas. The exception to this is the extension of Cedar Street along the eastern portion of the planning area and possible expansion of existing development east of Cedar Street between Kellogg Street and East Prospect Street. Aside from the extension of Cedar Street along the eastern edge of the planning area, the proposed project would not expand the areas within the Westside Community Planning area designated for development beyond what was envisioned in the General Plan.

Construction projects on undeveloped parcels have the potential to affect mature trees that could support bat roosts and nests by native bird species. Such an impact would be a potentially significant under CEQA and a violation of state and federal laws pertaining to the protection of native bird species. No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project area.

Actions of the proposed Westside Community Plan that would compensate for many but not all of the potential impacts associated with implementation of the proposed project include Action 12.1.3, Action 12.3.19, Action 12.3.21, Action 12.6.3, and Action 12.6.5.

The 2005 General Plan includes the following actions aimed at the protection of riparian areas from the impacts of future development: Action 1.8, Action 1.9, Action 1.10, Action 1.11, Action 1.12, Action 1.14, Action 1.15, Action 1.16, Action 1.17, Action 1.18, Action 1.19, Action 1.22, Action 1.23, Action 1.24, and Action 1.26.

Mitigation Measures

Implementation of **Mitigation Measures MM BIO-1** and **MM BIO-2** would reduce potential impacts to wildlife nursery sites (*i.e.*, active nests of breeding birds) that could occur from development of vacant parcels within the Westside Community Planning area to a less than significant level.

MM BIO-1 Active nests of native bird species are protected by the Migratory Bird Treaty Act (16 U.S.C. 704) and the California Fish and Game Code (Section 3503). If activities associated with construction or grading of previously undeveloped parcels are planned during the bird nesting/breeding season, generally January through March for early nesting birds (*e.g.*, Coopers hawks or hummingbirds) and from mid-March through September for most bird species, the applicant shall have a qualified biologist conduct surveys for active nests. To determine the presence/absence of active nests, pre-construction nesting bird surveys shall be conducted weekly, beginning 30 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than three days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days have elapsed between the survey and ground-disturbing activities.

Surveys shall include examination of trees, shrubs, and the ground for nesting birds. Several bird species such as killdeer and night hawks are known to nest on bare ground. Protected bird nests that are found within or adjacent to the construction zone shall be protected by a buffer deemed suitable by a qualified biologist, and verified by the California Department of Fish and Game. Typically, a 300-foot buffer is required for most species and a 500-foot buffer for raptor species. Buffer areas shall be delineated with orange construction fencing or other exclusionary material that would inhibit access within the buffer zone. Installation of the exclusionary material delineating the buffer zone shall be verified by a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e. occupied or being constructed by the adults bird(s)) and until young birds have fledged and no continued use of the nest is observed, as determined by a qualified biologist.

MM BIO-2 No earlier than 30 days prior to the commencement of construction activities on previously undeveloped parcels within Westside Community Planning area, a pre-construction survey should be conducted by a qualified biologist to determine if active roosts of special-status bats are present on or within 300 feet of the project disturbance boundaries. Should an active maternity roost be identified (in California, the breeding

season of native bat species is generally from April 1 through August 31), the roost should not be disturbed and construction within 300 feet should be postponed or halted, until the roost is vacated and juveniles have fledged. Surveys should include structures and large trees (particularly trees 12 inches in diameter or greater at 4.5 feet above grade with loose bark or other cavities). Trees and rocky outcrops should be surveyed by a qualified bat biologist (*i.e.*, a biologist holding a CDFG collection permit and a Memorandum of Understanding with CDFG allowing the biologist to handle bats). If active maternity roosts or hibernacula are found, the occupied site should be avoided (*i.e.*, not removed) by the project. If avoidance of the maternity roost must occur, the bat biologist should survey (through the use of radio telemetry or other CDFG approved methods) for nearby alternative maternity colony sites. If the bat biologist determines in consultation with and with the approval of CDFG that there are alternative roost sites used by the maternity colony and young are not present, then no further action is required.

If a maternity roost will be impacted by the project, and no alternative maternity roosts are in use near the site, substitute roosting habitat for the maternity colony should be provided on, or in close proximity to, the project site no less than three months prior to the eviction of the colony. Large concrete walls (e.g., on bridges) on south or southwestern slopes that are retrofitted with slots and cavities are an example of structures that may provide alternative potential roosting habitat appropriate for maternity colonies. Alternative roost sites must be of comparable size and proximal in location to the impacted colony. CDFG should also be notified of any hibernacula or active nurseries within the construction zone.

If non-breeding bat hibernacula are found in trees scheduled to be removed or in crevices in rock outcrops within the grading footprint, the individuals should be safely evicted, under the direction of a qualified bat biologist, by opening the roosting area to allow airflow through the cavity or other means determined appropriate by the bat biologist (e.g., installation of one-way doors). In situations requiring one-way doors, a minimum of one week should pass after doors are installed and temperatures should be sufficiently warm for bats to exit the roost because bats do not typically leave their roost daily during winter months in southern coastal California. This action should allow all bats to leave during the course of one week. Roosts that need to be removed in situations where the use of one-way doors is not necessary in the judgment of the qualified bat biologist in consultation with CDFG should first be disturbed by various means at the direction of

the bat biologist at dusk to allow bats to escape during the darker hours, and the roost tree should be removed or the grading should occur the next day (*i.e.*, there should be no less or more than one night between initial disturbance and the grading or tree removal). These actions should allow bats to leave during nighttime hours, thus increasing their chance of finding new roosts with a minimum of potential predation during daylight.

If an active maternity roost is located on a project site, and alternative roosting habitat is available, the demolition of the roost site must commence before maternity colonies form (prior to March 1) or after young are flying (after July 31) using the exclusion techniques described above.

Any special-status species bat day roost sites found by a qualified biologist during pre-construction surveys, to be directly (within project disturbance footprint) or indirectly (within 300 feet of project disturbance footprint) impacted are to be mitigated with creation of artificial roost sites. The project applicant should establish (an) alternative roost site(s) within suitable preserved open space located at an adequate distance from sources of human disturbance.

Residual Impacts

Class III, Not Significant

BIO-5 Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Class IV, No Impact or Beneficial)

Analysis

The proposed project does not incorporate any changes to the City of Ventura 2005 General Plan policies for the protection of trees or any other biological resources, and thus remains consistent with the 2005 policies.

Actions of the proposed project that compensate for or strengthen the 2005 General Plan policies regarding biological resources include Action 12.1.3, Action 12.1.4, Action 12.1.5, Action 12.1.6, and Action 12.3.19.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class IV, No Impact or Beneficial

BIO-6 Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Class IV, No Impact or Beneficial)

Analysis

Currently, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been adopted within the boundaries of the project. The reach of the Ventura River adjacent to the Westside Community Planning area is covered by the Draft Southern California Steelhead Recovery Plan, and Critical habitat for southern steelhead has been designated along the Ventura River, downstream of Matilija Dam. Additionally, the Ventura River Multi-Species Habitat Conservation Plan (VRMSHCP), currently under development, would cover parcels west of Highway 33 in the southwestern most portion of the planning area.

The proposed project would generally avoid direct impacts to riparian communities; however, improved access and expanded trail systems connecting the Westside to the Ventura River may exert impacts to riparian communities along the river margins (*i.e.*, along the VRMSHCP western border). Implementation of trail improvement programs allowed under the proposed project may therefore be subject to the provisions of the VRMSHCP. Indirect impacts to the Ventura River originating within the planning area, which may also conflict with the goals of the VRMSHCP, would include the entry of trash, sediment, or water of poor quality into the waters and riparian communities of the Ventura River. Additionally, unchecked infestations of invasive non-native plants such as giant reed would further frustrate the progress of the VRMSHCP by preventing the establishment of suitable habitat conditions for the covered species.

The Southern California Steelhead Recovery Plan provides numerous recovery actions to address widespread threats to southern steelhead. Those that would apply to future development within the planning area include:

- Promote restoration projects to provide access to historic steelhead spawning and rearing habitats and increase egg-to-smolt life-stage survival.
- Enhance protection of natural in-channel and riparian habitats, including adequate control of flood-control activities (both routine maintenance and emergency measures), off-road vehicle use, and in-river sand and gravel mining practices to be commensurate with habitat and life history requirements of steelhead.

- Reduce water pollutants such as fine sediments, pesticides, and other non-point source, and point source waste discharges commensurate with habitat and life-history requirements of steelhead. This should be accomplished through watershed, management, and regulation of public and private facilities releasing waste-discharges.

- Evaluate and mitigate the effects of transportation corridors and facilities on estuarine fluvial processes. When vehicular, railroad, or utility crossings over estuaries are replaced, up graded, retrofitted, or enlarged, reduce or eliminate existing approach-fill and maximize the clear spanning of upstream active channel(s), floodways, and floodplains to accommodate natural river and estuarine fluvial processes.

Table 7-1 of the Southern California Steelhead Recovery Plan contains a narrative description of recovery actions common throughout many of the watersheds discussed within the recovery plan. These narratives provide specific information on the objectives and steps required to implement recovery actions. Parties implementing actions within each watershed are encouraged to use the narratives within the table to understand the recommended recovery actions. Selected narratives relevant to future development within the planning area are reproduced here as **Table 4.3-3, Southern California Draft Steelhead Recovery Plan, Recovery Actions Glossary**.

Table 4.3-3
Southern California Draft Steelhead Recovery Plan, Recovery Actions Glossary

Threat Source	Recovery Action	Detailed Description
Flood Control	Develop and implement a plan to minimize disturbance of in-stream habitats and riparian vegetation	Develop and implement a flood control maintenance plan to minimize the frequency and intensity of disturbance of in-stream habitats and riparian vegetation (e.g., modification of natural channel morphology and removal of native vegetation) of the mainstem and tributaries to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.
Non-Native Species	Develop and implement a watershed-wide plan to assess the impacts of nonnative species and develop control measures	Develop and implement a watershed-wide plan to identify and determine the distribution and density of non-native species, assess their impacts on all *O. mykiss* life-history stages, and eliminate or control non-native species of plants and animals (particularly fish and amphibians); restore riparian and upland areas with native, locally occurring plant species to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.
	Develop and implement a non-native species monitoring program	Develop and implement an ongoing monitoring program to track the status and impacts of non-native species of plants and animals on all *O. mykiss* life-history stages, particularly rearing juveniles.
	Develop and implement a public educational program on non-native species impacts	Develop and implement a public education program (including signage at public access points) to inform the general public of the adverse effects of introducing non-native species into natural ecosystems.

Threat Source	Recovery Action	Detailed Description
Other Recovery Actions	Develop and implement an estuary restoration and management plan	Develop and implement a restoration and management plan for the relevant Estuary. To the maximum extent feasible, the plan should include restoring the physical configuration, size and diversity of the wetland habitats, eliminating exotic species, controlling artificial breaching of the sand bar, and establishing a minimum buffer to restore estuarine functions and promote *O. mykiss* use (including rearing and acclimation) of the estuary.
	Review and modify applicable County and/or City Local Coastal Plans	Review applicable County and/or City Local Coastal Plans and modify to provide specific provisions for the protection of all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation, and rearing, and their associated habitats.
	Review applicable Integrated Natural Resources Management Plans	Review the Vandenberg Air Force Base Integrated Natural Resources Management Plan and modify to provide specific provisions for the protection and restoration of all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation, and rearing, and their associated habitats.
Roads	Relocate roadways outside of riparian corridor and restore abandoned roadways	Develop and implement a plan to relocate roads outside of a 300-foot-wide riparian/floodplain corridor wherever feasible; restore and re-vegetate abandoned roadways with native, locally occurring species to reduce sedimentation, and protect all steelhead life-history stages, including adult and juvenile migration, spawning, incubation, and rearing, and their associated habitat conditions.
	Retrofit storm drains to filter runoff from roadways	Develop and implement a plan to retrofit storm drains to filter runoff from roadways to remove sediments and pollutants before it enters natural watercourses to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.
	Develop and implement a plan to remove or reduce approach-fill for relevant railroad lines and roads	Develop and implement a plan to remove or reduce approach-fill for relevant railroad lines and roads and maximize the clear spanning of upstream active channel, floodway, and floodplain to accommodate natural river and estuarine fluvial processes.
	Develop, adopt, and implement recreational land-use planning policies	Develop, adopt, and implement land-use policies to prohibit off-road vehicular activity within the riparian/floodplain corridor of the mainstem and tributaries necessary to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.
	Review development and management plans for selected parks and national forests	Review development and management plans for selected parks and national forest lands and modify to provide specific provisions to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats. Provide specific provisions for the restoration and protection of creeks, rivers, estuaries, wetlands, and riparian/floodplain areas, including a minimum 100-foot setback for all development from estuarine and riparian habitats. Regulate the use of day-use areas and other recreational facilities to minimize impacts to aquatic and wetland habitats to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation, and rearing.
Recreational Facilities	Develop and implement a public educational program on watershed processes	Develop and implement a public educational program (including signage at public access points) to promote public understanding of watershed processes (including the natural fire-cycle) and *O. mykiss* ecology to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.

Threat Source	Recovery Action	Detailed Description
Urban Development	Develop, adopt, and implement urban land-use planning policies and standards	Develop, adopt and implement land-use planning policies and development standards that restrict further development in the floodplain/riparian corridor to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.
	Retrofit storm drains in developed areas	Develop and implement a plan to retrofit storm drains in developed areas to filter sediments and pollutants in runoff from impervious surfaces before it enters natural watercourses to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.
	Develop and implement a riparian restoration plan that focuses on replacing artificial bank stabilization structures wherever feasible	Develop and implement a riparian restoration plan throughout the mainstem and tributaries that focuses on replacing artificial bank stabilization structures wherever feasible to create a minimum 50-foot-wide riparian buffer on either side of mainstem and tributaries, and re-vegetate with native, locally occurring species.
Urban Effluents	Review California Regional Water Quality Control Board Central Coast Region Watershed Plans and modify applicable stormwater permits	Review California Regional Water Quality Control Board Central Coast Region Watershed Plans, and any applicable Stormwater Permit, and modify to provide specific provisions for the protection of all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.
	Review, assess, and modify if necessary all NPDES wastewater discharge permits	Review and assess all National Pollution Elimination Discharge System (NPDES) wastewater discharge permits to determine effects of discharge on adult and juvenile *O. mykiss* migration, spawning, and rearing habits. Modify discharge requirements, if necessary, to ensure discharge is adequate to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.
	Review, assess, and modify, if necessary, residential wastewater septic treatment facilities	Review and assess residential wastewater septic treatment facilities to determine effects of discharge on adult and juvenile *O. mykiss* migration, spawning, and rearing habits. Modify septic systems, if necessary, to ensure discharge is adequate to protect all *O. mykiss* life-history stages, including adult and juvenile migration, spawning, incubation and rearing, and their associated habitats.
Wildfires	Develop and implement an integrated wildland fire and hazardous fuels management plan	Develop and implement an integrated wildland fire and hazardous fuels management plan, including monitoring, remediation and adaptive management, to reduce potentially catastrophic wildland fire effects to steelhead and their habitat and preserve natural ecosystem processes (including sediment deposition)

No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area. Actions of the proposed Westside Community Plan that would compensate for many but not all of the potential impacts associated with implementation of the proposed project include Action 12.1.2, Action 12.1.3, Action 12.1.4, Action 12.1.5, Action 12.1.6, Action 12.5.1, and Action 12.5.2.

The 36 acres of the planning area subject to the Downtown Specific Plan would implement the following actions, which would further reduce potential impacts in the affected area: Action 8.3, Action 8.7, Action 8.8, Action 8.9, and Action 8.10.

Implementation of the following City of Ventura 2005 General Plan policies and actions, including Action 1.8 (which requires buffers from rivers, creeks, and barrancas), would further reduce potential impacts to a Class IV, No Impact or Beneficial level: Action 1.1, Action 1.8, Action 1.9, Action 1.10, Action 1.11, Action 1.16, Action 1.17, Action 1.18, and Action 1.19.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class IV, No Impact or Beneficial

BIO-7 Would the project 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, or reduce the number or restrict the range of a rare or endangered plant or animal? (Class III, Not Significant)

Analysis

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area. Development allowed under the proposed project would generally avoid direct impacts to natural habitats; however, improved access and expanded trail systems connecting the Westside to the Ventura River may exert impacts to riparian communities along the river margins, the expansion of existing development east of Cedar Street between Kellogg Street and East Prospect Avenue, and the extension of Cedar Street along the eastern edge of the planning area would remove scrub and grassland communities. Each of these development activities would displace native species into adjacent habitat areas, where they would be subject to temporary increased competition for food, mates, and territory. Because of the small habitat area that would be affected and the availability of large areas of similar habitat in protected open space areas adjacent to the planning area, these impacts are not expected to eliminate potential habitat within the region for any of the affected species. Furthermore, aside from the extension of Cedar Street along the eastern edge of the planning area, the proposed project would not expand the areas within the Westside Community Planning area designated for development beyond what was envisioned in the General Plan. This impact is therefore not considered significant.

Actions of the proposed Westside Community Plan that would compensate for potential impacts associated with implementation of the proposed project include Action 12.1.3, Action 12.5.1, Action 12.5.2, and Action 12.6.5.

Implementation of the following City of Ventura 2005 General Plan policies and actions, including Action 1.8 (which requires buffers from rivers, creeks, and barrancas), would further reduce potential impacts: Action 1.1, Action 1.8, Action 1.9, Action 1.10, Action 1.11, Action 1.12, Action 1.14, Action 1.15, Action 1.16, Action 1.17, Action 1.18, Action 1.19, Action 1.23, and Action 1.24.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

BIO-8 Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). (Class III, Not Significant)

Analysis

The City of Ventura 2005 General Plan establishes policies to ensure that development adjacent to natural habitat areas is subject to review for standards related to conservation, access, and recreational opportunities along the Ventura River corridor and in natural hillside areas. The Our Natural Community chapter of the City's 2005 General Plan does not allow development within the Ventura River or naturally vegetated portions of the planning area.

Aside from the extension of Cedar Street along the eastern edge of the planning area, the proposed project would not expand the areas within the Westside Community Planning area designated for development beyond what was envisioned in the General Plan, and therefore would not increase the cumulative impacts to biological resources in the region.

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside

Community Planning area and within other areas of the City. The increased density that would be permitted with adoption of the Westside Community Planning Project would be located within the footprint already designated for development within the General Plan.

Parcels supporting stands of coastal sage scrub east of Cedar Street between Kellogg Street and East Prospect Street are currently partially or entirely developed, and future redevelopment of these parcels would be subject to the provisions of the Hillside Management Plan Overlay (HMP). The objective of the HMP is to allow residential development in a manner that will have the least impact on the natural environment and direct development to areas least susceptible to geological or environmental hazards. The overlay requires that any qualifying residential development proposal as defined by the HMP within portions of the plan area that are east of Cedar Street (or intended extension) and within existing 2010 City Limits, shall be in compliance with the slope density, submittal requirements, and other related policies of the HMP.

Although the extension of Cedar Street along the eastern edge of the planning area would constitute an increase in developed area not anticipated in the City's General Plan, the proposed project would otherwise improve habitat attributes of the Ventura River and adjacent areas, would introduce new flood mitigation and stormwater quality treatment practices, and would maintain oak and other native tree resources within the planning area that provide breeding opportunities for several common and special-status bird species. These project features, along with the proposed mitigation measures are expected to result in a project that improves overall biological values within and adjacent to the river and adjacent upland habitats. In this sense, cumulative biological impacts in the project region are expected to decrease and would be less than significant.

4.4 CULTURAL (HISTORIC) RESOURCES

4.4.1 INTRODUCTION

This section analyzes the impacts of the Westside Community Planning Project on historic resources. The identification of potential resources within the Westside Community Plan area was prepared based upon the Westside Historic Context & Survey Report, City of Ventura, *prepared by Galvin Preservation Associates Inc., in June 2011. The report is provided in* ***Appendix 4.4****. The identification of resources within the Redevelopment Project area was prepared based upon the* Historic Resources Survey Update, City of Ventura, California, Downtown Specific Plan Area, *prepared by Historic Resources Group in April 2007. This report is available for review at the City of Ventura.*

4.4.2 ENVIRONMENTAL SETTING

a. Existing Conditions

Historic Background

Ventura's Westside community exhibits some of the City's oldest, most diverse, and historically significant properties due to the manner in which the area was developed. The Westside Community Planning Project area contains a variety of different land uses including residential, retail, industrial, and office uses.

Ventura Avenue historically served as the primary commercial corridor, running through the center of the area and eventually connecting to Highway 33 and Ojai. The area was the home of a few of the City's early pioneering families who established small independent farms along the route. During this time, Ventura Avenue began to change. The Westside and Ventura Avenue areas initially developed as a rural area; however, after the discovery of oil along Ventura Avenue in the 1920s, the area experienced a localized boom. Many of the property owners subdivided their land and developed the tracts into small single-family parcels to provide modest housing for workers in the oil industry. Its location and proximity to the oil fields made it convenient for workers to walk to work. Also, in the 1920s commercial properties (small shops and grocery stores) popped up along Ventura Avenue to accommodate the needs of the surrounding residential neighborhoods.

Development became increasingly dense from the 1920s to the 1950s. Due to the mix of property uses and ages, the Westside Community Planning Project area exhibits a wide variety of property types and

architectural styles, demonstrating how this particular area in Ventura's history has evolved over time to accommodate the many changes in the area.

Resources Within the Westside Community Planning Project Area

Individual Resources

Properties Determined Eligible for Listing on the National Register of Historic Places

There are 26 properties within the Westside Community Plan area previously determined to be eligible for the National Register of Historic Places. However, after re-evaluation in 2011, some of these previously determined eligible properties have since been demolished or altered and no longer appear to meet the criteria for inclusion in the National Register due to a loss of historic integrity or are better suited for eligibility at the local level. A total of 10 properties currently appear eligible for the National Register. These properties are considered historic resources for the purposes of the California Environmental Quality Act (CEQA).

Properties Determined Eligible for Local Designation

There are 19 properties that were previously determined eligible for local designation within the Westside Community Plan area. In a few cases, these properties have undergone significant alterations since the prior evaluation and no longer appear eligible as local landmarks. Several new properties were identified in the current study that may have individual significance at the local level because they meet at least one of the City of Ventura's designation criteria. These are properties that are either (1) very good representations of their architectural style, are (2) the earliest properties that were constructed within the study area that still retain moderate to high level of historic integrity and original building materials, (3) are associated with significant local individuals, or (4) are good examples of at least one historic context.

Within the Westside Community Plan area, there are 25 properties that appear to be individually eligible for local listing or designation through this survey evaluation. An additional seven properties are already listed locally. These 32 properties are considered historic resources for the purposes of CEQA. In addition, there are also 52 properties that appear to be individually significant that are located within the existing Simson Tract Historic District or proposed East Lewis/Vince Streets Historic District boundaries (discussed below). These properties appear to be individually significant for contexts other than their contributions to the district's potential significance. These properties are also considered historic resources for the purposes of CEQA.

Within the Westside Community Plan area, a total of 49 properties were identified that may require further evaluation to determine if they are potential historic resources. This is due to the fact that the properties were either not visible from the public right of way, or appeared to have been moved to the survey area and, therefore, may have significance within an individual historic context or were located along the base of the hillside and may have a segment of the mission aqueduct present. Therefore, these properties will need to be evaluated on a case-by-case basis in the future to determine if they are a potential historic resource.

Districts

Simpson Tract Historic District

The Simpson Tract was established as a historic district by the City in 1991 because the area includes a group of related properties in their original setting. The boundaries include properties in the blocks bounded by Ventura Avenue, Sheridan Way and the properties on either side of West Simpson and West Prospect Streets. (See **Figure 4.4-1**.) The Simpson Tract is architecturally significant because it represents the working class neighborhood from the 1920s. The overall character of this tract reflects both the economy and architecture of the oil boom era. The Simpson Tract also has historical significance due to the major role it played in shaping the Avenue's history. It provided affordable housing for its workers, stimulated commercial growth along its main thoroughfare, and created the need for additional schools, roads, and City services in this area.

At the time that the Simpson Tract was designated a historic district in 1991, 88 properties were identified as contributing to significance of the historic district. The re-evaluation of the Simpson Tract Historic District in 2011 identified 168 properties that continue to contribute to the Simpson Tract Historic District, including those properties that are individually eligible for local listing. These properties are considered historic resources for the purposes of CEQA. The re-evaluation identified 126 non-contributing properties within the boundaries of the Simpson Tract Historic District. These properties do not currently contribute to the significance of the District, although some of the properties may have been contributing to the District in 1991. These properties are not historic resources for the purposes of CEQA but may warrant special consideration in local planning or zoning due to the fact that they are located within the designated historic district.

East Lewis/Vince Streets Potential Historic District

One additional area was identified that had a strong concentration of working class residential properties from the 1920s that is reflective of the working class neighborhoods that sprung up as a result of the oil

boom in the immediate area. The area is bounded by North Ventura Avenue on the west, the north side of East Lewis Street on the north, the base of the hillside on the east, and the south side of East Vince Street on the south. (See **Figure 4.4-1**.)

The potential East Lewis/Vince Street Historic District is significant as a geographically definable area possessing a significant concentration of working class residences that were planned and developed as a result of the 1920s oil boom in Ventura. The overall integrity of the East Lewis/Vince Street Historic District is good. A total of 95 of the 114 properties were identified as contributors to the significance of the District. This potential District and the contributing properties are considered historic resources for the purposes of CEQA.

Potential Conservation Areas

The City of Ventura has an interest in preserving its neighborhoods. However, not all neighborhoods within the City may have historic significance or have sufficient integrity to qualify as a historic district. Therefore, the historic report identified concentrations of properties within neighborhoods that still have concentrations of modest working class single-family residences and modest duplexes, courtyard housing, and apartment buildings from the 1920s that the City may be interested in preserving. Overall, the individual properties do not exhibit high levels of integrity, although some may still be fairly intact. These areas do not retain sufficient integrity as a whole to be considered a historic district.

These areas are considered Conservation Areas and may receive special consideration in local planning. Examples of special consideration may include special zoning to preserve the density and building heights, setbacks, and architectural styles, as applicable and as determined by the City during the Community Plan and Development Code process. These properties are not historical resources for the purposes of CEQA and they are not local landmarks; however, the properties within these areas may be subject to special zoning requirements to conserve the neighborhood character.

The Historic Survey identified four potential conservation areas: These include the El Medio Conservation Area, the West Mission Conservation Area, the Barry Drive Conservation Area, and the Ventura Avenue Industrial Conservation Area. Each is briefly described below.

SOURCE: Westside Historic Context and Survery Report - June 2011

FIGURE **4.4-1**

Simpson Tract Historic District and East Lewis/Vince Street Potential Historic District

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El Medio Conservation Area

The potential El Medio Conservation Area is bounded by the north side of East El Medio Street on the north, North Ventura Avenue on the west (not including commercial properties facing North Ventura Avenue), the south side of East Barnett Street on the south, and the base of the hillside on the east. (See **Figure 4.4-2**.) There are 258 properties located within the conservation area boundaries, 158 of which have been identified as contributing properties. The contributing properties are not considered historic resources for the purposes of CEQA but they may receive special zoning or consideration in the local planning process. A total of 100 properties do not contribute to the conservation area.

West Mission Conservation Area

The potential West Mission Conservation Area is bounded by the north side of West Harrison Street on the north, Highway 133 Easement on the west (not including the ball fields and community properties), the south side of West Mission Avenue on the south, and the west side of North Ventura Avenue on the east. (See **Figure 4.4-2**.) There are 266 properties located within the conservation area boundaries, 141 of which have been identified as contributing properties. The contributing properties are not considered historic resources for the purposes of CEQA but they may receive special zoning or consideration in the local planning process. A total of 125 properties do not contribute to the conservation area.

There are also 6 individually significant properties within the potential West Mission Conservation Area. These 6 properties are historic resources for the purposes of CEQA. They may also be subject to special zoning or planning requirements because they are located within the boundaries of the potential West Mission Conservation Area.

Barry Drive Conservation Area

The potential Barry Drive Conservation Area is located along the 200 and 300 blocks of Barry Drive. It is bounded by the north side of Barry Drive on the north, the west side of Cameron Street on the west, the south side of Barry Drive on the south, and the west side of Cedar Street on the east. (See **Figure 4.4-3**.) There are 53 properties located within the conservation area boundaries, 39 of which have been identified as contributing properties. The contributing properties are not considered historic resources for the purposes of CEQA but they may receive special zoning or consideration in the local planning process. A total of 14 properties do not contribute to the conservation area.

There are also six individually significant properties within the conservation area. These 6 properties are historical resources for the purposes of CEQA. They may also be subject to special zoning or planning requirements because they are located within the boundaries of the Barry Drive Conservation Area.

Ventura Avenue Industrial Conservation Area

The Ventura Avenue Industrial Conservation Area is located on either side of Ventura Avenue and is bounded by Rocklite Road on the north and East McFarlane Street on the south (See **Figure 4.4-3**.) The proposed area is significant for its concentration of industrial buildings constructed in period between 1945 and 1960, during Ventura's second oil boom. There are 16 properties located within the conservation area boundaries, nine of which have been identified as contributing properties. The contributing properties are not considered historic resources for the purposes of CEQA, but they may receive special zoning or consideration in the local planning process. A total of seven properties do not contribute to the conservation area.

Individual Resources Within the Westside Redevelopment Project area

The portion of the Westside Redevelopment Project area that is located outside (to the south of) the Westside Community Plan area is located within the Downtown Specific Plan Area. Within this portion of the Westside Redevelopment Project area, there is one property that is a listed City landmark and one property that appears to be individually eligible for local listing or designation. These properties are considered historic resources for purposes of CEQA.

b. Regulatory Framework

Federal

National Register of Historic Places

The National Register of Historic Places (National Register) is the country's master inventory of known historic resources and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. The National Register criteria and associated definitions are outlined in National Register Bulletin Number 15: *How to Apply the National Register Criteria for Evaluation.* Bulletin Number 15 provides the following list of definitions:

- A "structure" is a work made up of interdependent and interrelated parts in a definite pattern of organization. Generally constructed by humans, it is often an engineering object large in scale.

SOURCE: Westside Historic Context & Survey Report

FIGURE **4.4-2**

El Medio and West Mission Potential Conservation Areas

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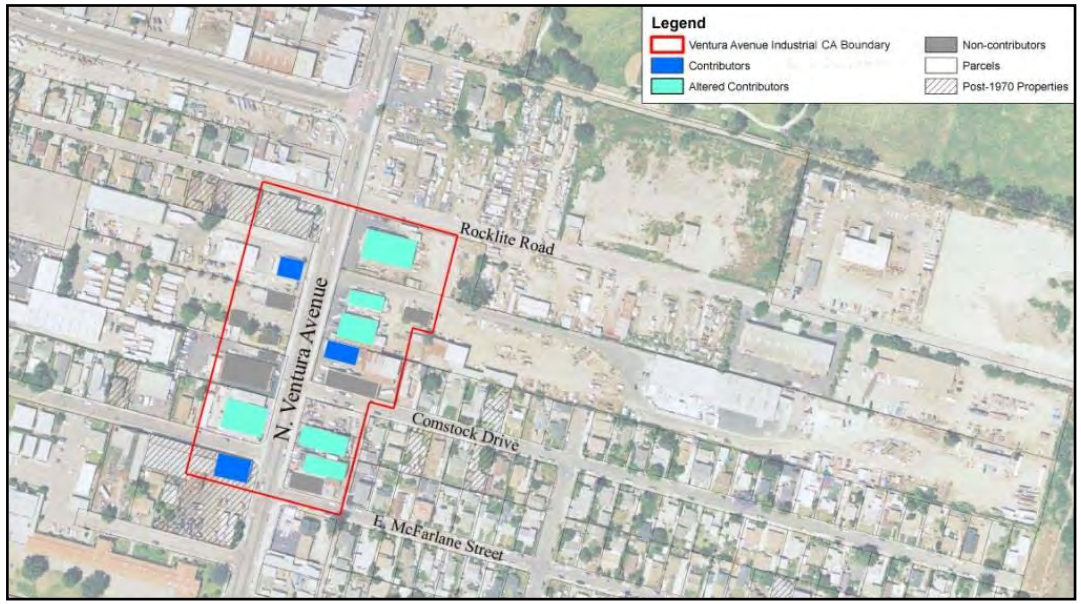

SOURCE: Westside Historic Contect and Survey Report - June 2011

FIGURE **4.4-3**

Barry Drive and Ventura Avenue Industrial Potential Conservation Area

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- A "site" is defined as the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself maintains historical or archaeological value regardless of the value of any existing structure.
- "Buildings" are defined as structures created to shelter human activity.
- A "district" is a geographically definable area—urban or rural, small or large—possessing a significant concentration, linkage, or continuity of sites, buildings, structures, and/or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history.
- An "object" is a material thing of functional, aesthetic, cultural, historical, or scientific value that may be, by nature or design, moveable yet related to a specific setting or environment such as a historic vessel.

Criteria

Title 36, Part 60 of the Code of Federal Regulations is a series of regulations that cover the National Register. Specifically, Title 36, Part 60.4 of the Code of Federal Regulations specifies the criteria applied to evaluate properties eligible for inclusion in the National Register. There are four criteria under which a structure, site, building, district, or object can be considered eligible for listing on the National Register. These include resources that are one or more of the following:

- **Criterion A:** Are associated with events that have made a significant contribution to the broad patterns of our history; or
- **Criterion B:** Are associated with the lives of persons significant in our past; or
- **Criterion C:** Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- **Criterion D:** Have yielded, or may be likely to yield, information important in prehistory or history.[1]

There is also a general stipulation that the resource (structure, site, building, district, and object) be at least 50 years old, although there are exceptions to that rule (see Title 36, Part 50.4 of the Federal Code of Regulations, Criteria Considerations a through q). Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included on the National Register. The eligibility of a cultural resource for nomination to the National Register may be based on any of the above four criteria together with their integrity.

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1 Code of Federal Regulations, Title 36, Part 60.4.

Historical period properties are best evaluated and supported by historical research, whereas Criterion D is typically documented by archaeological investigation. A property need not actually be listed on the National Register to be protected by the National Historic Preservation Act, but must be considered eligible for listing on the National Register. Archaeologists assess sites based on all four criteria, but prehistoric sites are primarily considered under Criterion D. If cultural resources do not meet the above criteria, they are not considered historical properties and are not further included in the Section 106 process.

Period of Significance

For any resource eligible for listing in the National Register, its period of significance must also be established. According to National Register Bulletin 16A, the period of significance is defined as the length of time that a property was associated with important events, activities, or persons, or attained the characteristics that qualify it for National Register listing. The following guidelines have been established to define the period of significance for resources meeting one or more of the four criteria of historical significance:

- Criterion A: For the site of an important event, such as a pivotal five-month labor strike, the period of significance is the time when the event occurred. For properties associated with historic trends, such as commercial development, the period of significance is the span of time when the property actively contributed to the trend.
- Criterion B: The period of significance for a property significant for Criterion B is usually the length of time the property was associated with the important person.
- Criterion C: For architecturally significant properties, the period of significance is the date of construction and/or the dates of any significant alterations and additions.
- Criterion D: The period of significance for an archaeological site is the estimated time when it was occupied or used for reasons related to its importance, for example, 3000–2500 BC.

Integrity

Integrity is the ability of a property to convey its significance. To be listed in the National Register of Historic Places, a property must not only be shown to be significant under the National Register criteria, but it also must have integrity. The evaluation of integrity is grounded in an understanding of a property's physical features and how they relate to its significance. The California Register utilizes the same aspects of integrity as the National Register. The City of Ventura does not define integrity in their designation requirements for historic significance.

Historic properties either retain integrity (that is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity. These seven aspects include location, setting, design, materials, workmanship, feeling, and association.

To retain historic integrity, a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant. The following defines the seven aspects of integrity and explains how they combine to produce integrity.

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

Context

A property must also be significant within a historic context. National Register Bulletin 15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific [...] property or site is understood and its meaning [...] is made clear."[2]

Districts

Standard preservation practice evaluates collections of buildings from similar periods and historic contexts as *districts*. The National Park Service defines a historic district as "a significant concentration,

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2 National Register Bulletin 15, 7.

linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."[3] A historic district derives its significance as a single unified entity.

Districts are comprised of resources that are identified as either contributing or non-contributing. Some resources within the boundaries of the district may not meet the criteria for contributing to the historic character of the district, although the resource is within the district boundaries.

Contributing resources add to the historic association, historic architectural qualities, or archaeological values for which the district is significant because the resource was present during the period of significance (the period of time during which the resource acquired its historically significant characteristics), relates to the documented significant contexts, and possesses integrity.

Non-contributing resources do not add to the historic associations, historic architectural qualities, or archaeological values for which the district is significant because the resource was not present during the period of significance, does not relate to the documented significant contexts, or does not possess integrity.

The Secretary of the Interior's Standards for Rehabilitation

The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (*Secretary's Standards*, or *Standards*) was published in 1995 and codified as 36 CFR 67.[4] Neither technical nor prescriptive, the *Standards* are intended to promote responsible preservation practices that help protect irreplaceable cultural resources.[5] There are four overriding treatments discussed in the *Standards:* preservation, rehabilitation, restoration, and reconstruction. *The Secretary's Standards* consist of 10 basic principles created to help preserve the distinctive character of a historic building and its site while allowing for reasonable change to meet new needs. The *Standards* apply to historic buildings of all periods, styles, types, materials, and sizes, and apply to both the exterior and the interior of historic buildings. They also encompass related landscape features and the building's site and environment, including attached, adjacent, or related new

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3 National Register Bulletin 15, 5.

4 "Preservation" acknowledges a resource as a document of its history over time and emphasizes stabilization, maintenance, and repair of existing historic fabric. "Rehabilitation," while also incorporating the retention of features that convey historic character, also accommodates alterations and additions to facilitate continuing or new uses. "Restoration" involves the retention and replacement of features from a specific period of significance. "Reconstruction," the least-used treatment, provides a basis for recreating a missing resource.

5 Weeks, Kay D. and Anne E. Grimmer. 1995. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstruction Historic Buildings*. Washington DC: US Department of the Interior, National Park Service.

construction. The *Standards* have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources, and are used as a measure in determining whether or not a project or new development or rehabilitation adversely impacts a historic resource.

The purpose of the *Standards* is to promote responsible preservation practices that help to protect irreplaceable cultural resources, to provide philosophical consistency in the preservation component of a development project, and to guide essential decisions about the treatments to these properties. The preamble to the *Standards* states that they "are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility."

The 10 principles of the *Secretary's Standards* are provided below:

1. A property shall be used as its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of distinctive materials or alteration of features, and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features will be substantiated by documentary, physical or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Infill and redevelopment projects that could affect historic resources may be subject to review based on principles 9 and 10 of the *Standards*, which are:

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be

compatible with the massing, size, scale, and architectural features to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

State

California Public Resources Code

The California Public Resources Code defines any unauthorized disturbance or removal of a fossil locality or remains on public land as a misdemeanor,[6] and requires reasonable mitigation of adverse environmental impacts that result from development of public land and affect paleontological resources.[7]

California Register of Historical Resources

The California State Historical Resources Commission has designed this program for use by state and local agencies, private groups and citizens to identify, evaluate, register, and protect California's historical resources. The California Register is the authoritative guide to the state's significant historical and archaeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding, and affords certain protections under CEQA.

The criteria for inclusion in the California Register of Historical Resources include any object, building, structure, site, area, place, record, or manuscript that is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, a resource shall be considered "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) which includes the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

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6 California Public Resources Code, Section 5097.5 (Statute 1965, Chapter 1136, Paragraph 2792).

7 California Public Resources Code, Section 30244.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

The California Register automatically includes the following:

- California properties listed or formally determined eligible for listing in the National Register of Historic Places
- California Registered Historical Landmarks from No. 0770 onward
- California Points of Historical Interest that have been evaluated by the Office of Historic Preservation and have been recommended to the State Historical Resources Commission for inclusion in the California Register

Other resources may be nominated for listing in the California Register based on the criteria stated above.

Additionally, a resource must retain historic architectural integrity in terms of location, design, setting, materials, workmanship, feeling, and association. The California Register procedures include language similar to the National Register criteria (discussed above) with regard to integrity.

As with the National Register, the minimum age criterion for the California Register is 50 years. Properties less than 50 years old may be eligible for listing on the California Register "if it can be demonstrated that sufficient time has passed to understand its historical importance."[8]

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

California Environmental Quality Act

Section 21084.1 of the Public Resources Code provides the framework for determining whether a property is a historic resource for CEQA purposes.

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8 California Code of Regulation, Chapter 11, Title 14, Section 4842(d)(2).

A resource is considered historically significant, and therefore a historical resource under CEQA, if it falls into one of the three following categories as defined by Section 21084.1 of the California Public Resources Code:

- "Mandatory historical resources" are resources "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."
- "Presumptive historical resources" are resources "included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1" of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- "Discretionary historical resources" are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.[9]

A lead agency must consider a property a historic resource under CEQA if it is listed in, or determined to be eligible for listing in, the California Register. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of CEQA, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not identified in an historical resources survey meeting the criteria of subdivision (g) of Section 5024.1, shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of CEQA.[10]

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 50241.

Direct impacts may occur by physically damaging, destroying, or altering all or part of the resource; altering characteristics of the surrounding environment that contribute to the resource's significance; or neglecting the resource to the extent that it deteriorates or is destroyed.

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9 California Public Resources Code, Section 21084.1.

10 California Public Resources Code, Section 21084.1.

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

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

Under *State CEQA Guidelines* Section 15064.5(b)(3), generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1992) or the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), shall be considered as mitigated to a level of a less than significant impact on the historical resource. Although compliance with the *Standards* is presumed to constitute a less than significant impact on historical resources, compliance is not the sole criteria for determining whether a project would cause a substantial adverse change in the significance of an historic resource, and a failure to comply with the *Standards* may or may not constitute a significant impact or substantial adverse change under the *State CEQA Guidelines*.

City

General Plan

The 2005 General Plan identifies the following policies pertaining to historic resources in Chapter 9, Our Creative Community.

Policy 9C: Integrate local history and heritage into urban form and daily life.

- Action 9.10: Provide incentives for preserving structures and sites that are representative of the various periods of the City's social and physical development.
- Action 9.11: Organize and promote multi-cultural programs and events that celebrate local history and diversity.
- Action 9.12: Allow adaptive reuse of historic buildings.

Action 9.13: Work with community groups to identify locations for facilities that celebrate local cultural heritage, such as a living history Chumash village and an agricultural history museum.

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

Action 9.14: Require archaeological assessments for projects proposed in the Coastal zone and other areas where cultural resources are likely to be located.

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

Action 9.16: Pursue funding to preserve historic resources.

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

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

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

Action 9.20: Seek input from the City's Historic Preservation Commission on any proposed development that may affect any designated or potential landmark.

Action 9.21: Update the inventory of historic properties.

Action 9.22: Create a set of guidelines and/or policies directing staff, private property owners, developers, and the public regarding treatment of historic resources that will be readily available at the counter.

Action 9.23: Complete and maintain historic resource surveys containing all the present and future components of the historic fabric within the built, natural, *and* cultural environments.

Action 9.24: Create a historic preservation element.

Historic Preservation Regulations

The City of Ventura has adopted historic preservation regulations for the purpose of establishing procedures for identifying, designating, and preserving historic landmarks or points of interest that were the site of a historic event, that are connected with the life of an important person, or that contain a building, structure, or other object that is architecturally significant, representative of a type, period or particular method of construction, or is associated with a significant builder, architect, designer, or artist. (City's Municipal Code, Division 24, Chapter 455, Section 110 et seq.) Section 24.455.120 of the City's code defines Historic District, Landmarks, and Points of Interest as described below.

Historic District means a geographically definable area possessing a significant concentration, linkage or continuity of site, properties, structures and/or objects united by past events, or aesthetically by plan or physical development, regardless of whether such a district may include some properties, structures, sites, objects, or open spaces that do not contribute to the significance of the district.

A historic district can generally be distinguished from surrounding areas (1) by visual change such as building density, scale, type, age, or style; or (2) by historic documentation of different associations or patterns of development. The number of non-significant properties a historic district can contain yet still convey its sense of time and place and historical development depends on how these properties impact the historic district's integrity.

Landmark means any real property such as building, structure, archaeological excavation, or object that is unique or significant because of its location, design, setting, materials, workmanship, or aesthetic feeling, and is associated with:

a. Events that have made a meaningful contribution to the nation, state, or community;

b. Lives of persons who made a meaningful contribution to national, state, or local history;

c. Reflecting or exemplifying a particular period of the national, state, or local history;

d. Embodying the distinctive characteristics of a type, period, or method of construction;

e. The work of one or more master builders, designers, artists or architects whose talents influenced their historical period, or work that otherwise possesses high artistic value;

f. Representing a significant and distinguishable entity whose components may lack individual distinction; or

g. Yielding, or likely to yield, information important to national, state or local history or prehistory.

"Point of interest" means any real property or object

a. that is the site of a building, structure or object that no longer exists but was associated with historic events, important persons, or embodied a distinctive character of architectural style;

b. that has historic significance, but was altered to the extent that the integrity of the original workmanship, materials, or style is substantially compromised;

c. that is the site of a historic event which has no distinguishable characteristics other than that a historic event occurred there and the historic significance is sufficient to justify the establishment of a historic landmark.

Historic District (HD) Overlay Zones

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

A. Protect against destruction or encroachment upon such areas and structures.

B. Encourage uses that promote the preservation, maintenance, or improvement of landmarks and points of interest.

C. Assure that new structures and uses within such areas will be in keeping with the character to be preserved or enhanced.

D. Promote the educational and economic interests of the entire City.

E. Prevent creation of environmental influences adverse to such purposes.

Historic Preservation Committee

The City has an interest in identifying, preserving, and protecting its significant architectural resources. Therefore, the City established a Historic Preservation Committee in 1973 under Ordinance No. 1801, which is comprised of a seven-member board appointed by the City Council. The City's landmarks ordinance outlines procedures for identifying historic resources within the City. The Committee maintains a master list of Historic Landmarks and Districts in the City of Ventura. Currently, there are 104 properties and 4 districts.

Municipal Code

The City Municipal Code, Section 2R.450.220, includes a requirement that if a demolition permit is requested for a building or structure more than 40 years old at the time of application, the request will be referred to the Director of the Planning. The Director has the discretionary authority to require, among other things, the completion of a historic resource assessment for the subject property prior to the issuance of such permit to determine whether conditions may need to be imposed for proper treatment of a potential historic resource, compliance with CEQA, and conformance to the General Plan.

Mills Act

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

4.4.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based on Appendix G of the *State CEQA Guidelines* under Section V, Cultural Resources, the following significance threshold is used to evaluate impacts related to Historical Resources.

CR-1 Would the project cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?

Based upon Appendix G of the State *CEQA Guidelines* under Section V, Cultural Resources, a project may have a significant impact related to Archaeological and Paleontological Resources if the project would:

V.b Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or

V.c Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or

V.d Disturb any human remains, including those interred outside of formal cemeteries.

The project would have a less than significant impact related to significance thresholds V.b, V.c, and V.d, and detailed analysis in the EIR is not required. These significance thresholds are discussed in **Section 8.0, Effects Found Not to be Significant**.

b. Methodology

The identification of resources within the Westside Community Plan area was prepared based on the *Westside Historic Context & Survey Report, City of Ventura*, prepared by Galvin Preservation Associates Inc. in June 2011. The report is provided in **Appendix 4.4**. The report included (1) the development of an updated historic context focused on the Westside Community Plan area, (2) the reconnaissance and inventory of all properties within the Westside Community Plan area, (3) the updating of previous survey data from a 1983 survey, and (4) an intensive level survey of select properties within the survey area that may have individual historic significance. The identification of resources within the Redevelopment Project area was prepared based upon the *Historic Resources Survey Update, City of Ventura, California, Downtown Specific Plan Area*, prepared by Historic Resources Group in April 2007. This report is available for review at the City of Ventura. The City of Ventura's 2005 General Plan and General Plan Final Environmental Impact Report (2005) were also referenced.

c. Analysis, Mitigation Measures, and Residual Impacts

Westside Community Plan and Development Code Components

Upon adoption, the proposed Westside Development Code would become a subpart of the Zoning Ordinance and the Municipal Code. As is the case with other provisions of the Zoning Ordinance, all other provisions of the Municipal Code would continue to apply within the Westside Community Plan area except as expressly provided to the contrary in the Development Code.

The purpose of the Westside Community Plan related to historic resources is to conserve and protect the City's cultural and historic resources. The Westside Community Plan contains the following policies and actions pertaining to historic resources in Chapter 12.3, Our Well Planned Community.

Policy 12M: Preserve existing Westside neighborhood character and integrate local history and cultural heritage into urban form and daily life.

Action 12.3.4: Coordinate with neighborhoods and the Historic Preservation Committee to designate a historic district between Lewis and Vince Streets and adopt design guidelines as identified in 2011 Westside Historic Preservation Survey.

Action 12.3.5: Maintain the scale of new buildings compatible with existing neighborhoods.

Action 12.3.8: Maintain the existing historically built character with regard to the increments of building, blocks, and neighborhoods that form the Westside.

The goals, policies, and objectives of the Development Code are designed to minimize impacts on cultural resources. The purpose of the Development Code pertaining to historic resources is to conserve and protect the City's cultural and historic resources.

The Westside Community Development Code contains the following approval requirements related to the treatment of identified and potential historical resources:

1. All new development subject to the Westside Development Code shall be evaluated as follows:

    a. Applications for all development proposals involving structures over 40 years in age shall include a historic, technical assessment (or "Phase I") prepared by a City-designated historic professional, unless determined by the Westside Historic Context and Survey Report to not be considered eligible as a historic resource, pursuant to CEQA.

    b. Upon reviewing a Phase I historic assessment, the Community Development Director may request additional documentation in the form of a Phase II study.

    c. Community Development Department staff shall evaluate the Phase I and/or Phase II to determine whether the application involves a Historic Resource as defined by CEQA.

    d. If the Director determines a potential Historic Resource is present, but not formally designated as a City landmark or already on a State or Federal register, the development proposal shall be reviewed by the Historic Preservation Committee (HPC) for compliance with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.

    e. If the Community Development Department Director determines a Historic Resource is not present, the development proposal shall be reviewed pursuant to the standards in Sections 24W.200 -24W.206.

2. All requests to demolish a structure over 40 years of age in the Westside Area, unless determined by the Westside Historic Context and Survey Report to not be a historic resource, pursuant to CEQA, shall be evaluated as follows regardless of whether new development or redevelopment is being proposed for the property in conjunction with such demolition:

    a. The Demolition Permit application shall include a Phase I assessment. The Community Development Director or Building Official may request additional documentation via a Phase II study based on the conclusions of the Phase I assessment.

    b. Community Development Department staff shall evaluate the Phase I and/or Phase II study to determine whether the demolition permit application affects a Historic Resource.

    c. If the Director determines that a potential Historic Resource would be in part or wholly, demolished, an Initial Study shall be prepared for purposes of further CEQA evaluation.

    d. The Historic Preservation Committee (HPC) shall review, and if prepared, the resulting environmental document and Demolition Permit application at a public hearing with prior publication and mailed notice. Following the public hearing, the HPC may approve, conditionally approve, or deny the Demolition Permit application depending upon its ability to cause a significant environmental impact relative to the Historic Resource.

Historic District Overlay Zone

The Westside Development Code contains a Historic District Overlay Zone. Overlay Zones are applied to specific areas to provide for modified development standards in the underlying Transect Zone to further control the scale of new development to ensure compatibility with adjacent neighborhoods. For instance, an overlay zone may modify some combination of the allowed building height, allowed frontage types, or specific setbacks requirements within the Overlay area as designated on the Regulating Plan, while leaving the other standards of that zone intact.

The Historic District Overlay Zone identifies neighborhood areas that exhibit numerous potential historic resources that contribute to the historic character of early 20th Century housing development within the Westside Community Plan area. Potential areas have been identified as part of the Westside Historic Context and Survey Report based upon the historic resources report prepared for this Westside Community Plan area. The Historic District Overlay Zone provides measures that ensure that future redevelopment or remodeling of property is conducted with respect to the context and form of an existing or potential proposed Historic Districts in the future. The creation of any new Historic Districts and Design Guidelines for such districts would be a result of neighborhood input and further developed as stand-alone guidelines.

Development proposals including additions or alterations on properties that are identified as contributors are required to incorporate a background assessment of properties to determine historic significance and

would be evaluated against the design recommendation of the historic district by the Historic Preservation Committee. Guidelines have already been established for the Simpson Historic Tract pursuant to City Council Ordinance 90-4, which govern setback standards and design guidelines. Specific guidelines for each historic district would govern over the urban standards of the underlying T zone.

Conservation Areas

Conservation areas are not currently defined in the City's municipal code but are a concept recommended in the Westside Historic Survey Report. The historic survey report prepared for the Westside Community Plan area identified four potential Conservation Areas. A Conservation Area is a tool that is used to protect the general architectural character of neighborhoods where the overall integrity does not meet the criteria for a historic district but where the concentration of resources with high integrity warrants consideration in local planning. This may be accomplished through special planning considerations by developing or revising development standards (the scale, neighborhood landscape features, setbacks, building types and styles, height of buildings, setbacks from property lines, etc.) to discourage the wholesale demolition of a structure. Local governments may develop regulations for individual neighborhood conservation districts that are tailored to the needs of the particular neighborhood and are generally less strict than those in historic districts. Conservation Areas may be administered by the local property owners that reside in the neighborhood (such as neighborhood-specific review commission that includes knowledgeable City staff) or may be governed by existing bodies such as a Historic Preservation Committee or a Planning Division. Conservation Areas may regulate change through zoning to preserve the use, character, and scale of a neighborhood by regulating substantial alterations or demolition of properties within the area boundaries.

Westside Redevelopment Project Area

Within the proposed Westside Redevelopment Project area, land uses and standards would incorporate existing City of Ventura General Plan policies. New development within the proposed Redevelopment area would consist of uses consistent with the General Plan, any applicable specific plans, zoning ordinances, and all other state and local guidelines, as currently adopted or amended from time to time. In addition, building standards for the proposed Redevelopment Project would be regulated by the Westside Development Code. The proposed Redevelopment Plan would not institute land use policies not otherwise permitted by the General Plan.

Downtown Specific Plan

The portion of the Westside Redevelopment Project area located outside the Westside Community Plan area is located within the City's adopted Downtown Specific Plan Area. The Downtown Specific Plan and Development and Streetscape Plan contain the following policies and actions intended to protect and preserve identified and potential historic resources:

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

Action 1.1 Conduct a historical survey of Downtown properties in accordance with National Register Bulletin #24 Guidelines for Local Surveys: A Basis for Preservation Planning that includes the following:

1. Inventory of above ground historic, architectural, and cultural resources;

2. Inventory of below ground prehistoric, historic, and cultural resources;

3. Inventory of potentially significant historic districts that classifies buildings according to categories of importance, which may include the following:

a. Individually significant buildings, e.g., local landmarks including points of interest and contributing buildings, national historic landmarks, or those listed in the National Register of Historic Places or state register.

b. Contributing buildings - buildings of importance to the understanding of an identified historic district.

c. Non-contributing buildings - buildings located within an identified historic district that do not contribute to the understanding of the district and/or are not individually historically or culturally significant.

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

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

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

1. Applications for all development proposals involving structures over 40 years of age shall include a CEQA-based historic, technical assessment (or "Phase I") prepared by a City-designated historic preservation professional and funded by the applicant.

2. The Community Development Director may request additional documentation via a Phase II study (also funded by the applicant).

3. Community Development Department staff shall evaluate the Phase I and/or Phase II to determine whether the application involves a Historic Resource.

4. When the Community Development Department staff determines a Historic Resource is present but not formally designated as a landmark, the development proposal shall be reviewed by the Historic Preservation Committee (HPC) for compliance with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties and this plan's Historic Resource Design Guidelines, in addition to any review procedures required pursuant to the Development Code.

5. When the Community Development Department staff determines a Historic Resource is not present, the development proposal shall be reviewed pursuant to the Development Code.

Action 1.5 Prior to completion of the survey identified in Action 1.1, all new requests to demolish a structure over 40 years of age shall be evaluated as follows:

1. The Demolition Permit application shall include a CEQA-based historic, technical assessment (or Phase I) prepared by a City-designated historic preservation professional and funded by the applicant.

2. The Community Development Director or Building Official may request additional documentation via a Phase II study (also funded by the applicant).

3. Community Development Department staff shall evaluate the Phase I and/or Phase II study to determine whether the application involves a Historic Resource.

4. If Community Development Department staff determines that a potential Historic Resource would be in part or wholly demolished, an Initial Study shall be prepared.

5. The Historic Preservation Committee (HPC) shall review the resulting environmental document and Demolition Permit application. The HPC may approve, conditionally approve, or deny the Demolition Permit application depending upon its ability to cause a significant environmental impact relative to the Historic Resource.

Analysis

CR-1 Would the project cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5? (Class III, Not Significant)

The project proposes the adoption of the *Westside Community Plan,* the *Westside Community Development Code,* and the *Westside Redevelopment Area Plan.*

Westside Community Plan Area

The project includes the proposed adoption of the Westside Community Plan and the Westside Development Code. One purpose of the Westside Community Plan related to historic resources is to conserve and protect the City's cultural and historic resources. The project includes the proposed adoption of a general plan amendment to the Land Use Element and Transportation Element and proposed adoption of a zoning code amendment to create consistency between the *Westside Community Plan* and the City's General Plan and Municipal Code.

No specific development proposals are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Plan area. However, the potential for significant impacts to historic resources exists both at the plan-wide level and as a result of the development of individual projects that could be allowed with implementation of the proposed Westside Redevelopment Plan. Because the project is the adoption of general plan amendments and a zoning code amendment, actions that would be permitted by the Westside Community Plan, if adopted, can be generally categorized as follows: redesignation of properties for different land uses; redefinition of density limits; and new construction, either requiring demolition of an existing building or construction adjacent to an existing building.

Redesignating properties for different land uses, redefining the density limits, or introducing new uses could allow for a project to be proposed that would demolish cultural resources and/or develop incompatible new construction adjacent to existing cultural resources, as well as contributors to an identified historic district. The demolition of a historical resource cannot be mitigated; therefore, site-specific environmental review would be required in order to examine alternatives.

Regarding new construction, the Westside Community Plan would utilize a form-based code, which is intended to encourage development that is compatible with the existing built environment. However, where new construction is adjacent to an existing historic resource, individual projects proposed after implementation of the proposed Westside Community Plan would be required to be reviewed for consistency with the *Secretary's Standards*.

Under *State CEQA Guidelines* Section 15064.5(b)(3), generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1992) or the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), shall be considered as mitigated to a level of a less than significant impact on the historical resource.

As noted above, the proposed Westside Community Plan is designed, in part, to preserve and enhance Ventura's historic character. The actions in the Westside Community Plan require the scale of new buildings to be compatible with existing neighborhoods, and that the existing historically built character with regard to the increments of building, blocks, and neighborhoods that form the Westside Community be maintained.

The Westside Development Code contains approval requirements that state that each structure and land use shall be established, constructed, reconstructed, enlarged, altered, moved, or replaced in compliance with the approval requirements for the treatment of potential historic resources, as outlined in the Development Code. These approval requirements include requirements for evaluation of all proposals for development and requests for demolition to determine if the structure is over 40 years old and identified in the Westside Historic Context and Survey Report (provided in **Appendix 4.4**) as a potential resource.

As discussed above, conservation areas are not currently defined in the City's municipal code but are a concept recommended in the Westside Historic Survey Report. The Westside Community Plan area identifies four key underutilized sites available for public and private investment to stimulate additional investment in this community. These are discussed in more detail in **Section 3.0, Project Description**, and shown in **Figure 3.0-5, Economic Catalyst Sites**. The southwest portion of Catalyst Site #1 overlaps the northeast portion of the potential Ventura Avenue Industrial Conservation Area (See **Figure 4.4-3**.). The catalyst site and potential changes to land use are briefly described below.

Catalyst Site #1, Selby site, Rocklite and Ventura Avenue: 15 acres for mixed-use development with commercial and residential uses.

The properties that are within both the potential Ventura Avenue Industrial Conservation Area and Catalyst Site #1 both include and are adjacent to properties that are considered to be historic contributors to the potential Conservation Area. The contributing properties are not considered historic resources for the purposes of CEQA.

The Development Code also contains a Historic District Overlay Zone that provides measures that ensure that future redevelopment or remodeling of property is conducted with respect to the context and form of potential future Historic Districts. The Overlay Zone also states that development proposals including additions or alterations on properties that are identified as contributors to historic districts (adopted or potential districts) shall incorporate a background assessment of properties to determine historic significance and shall be evaluated against the design recommendation of the historic district by the Historic Preservation Committee.

Specific development projects within the Westside Community Planning area will require project-level review to identify impacts to historic resources and to identify appropriate mitigation measures. Impacts related to historic resources would be less than significant with implementation of the policies and actions contained in the Westside Community Plan and Development Code, applicable General Plan policies, and the regulations contained in the Municipal Code, and no mitigation measures are required. Impacts to historic resources within the Westside Community Plan area would be Class III, Not Significant.

Westside Redevelopment Project Area

The project includes the adoption of the proposed Westside Redevelopment Area Plan. As discussed above, building standards for the proposed Westside Redevelopment Project area would be regulated by the Westside Community Development Code. No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Plan.

The portion of the Westside Redevelopment Project area located outside the Westside Community Plan area is located within the City's adopted Downtown Specific Plan Area. The Downtown Specific Plan and Development and Streetscape Plan contain policies and actions intended to protect and preserve identified and potential historic resources. The Final EIR prepared for the Downtown Specific Plan determined that implementation of the City of Ventura Historic Preservation Regulations, Historic Resource Design Guidelines within the Downtown Specific Plan Development Code, Historic District Overlay Zone regulations, 2005 General Plan Policies (9D) and Actions (9.16 - 9.19) in addition to Downtown Specific Plan Policies (1A) and actions (1.1 - 1.5) would address impacts to designated historic resources.[11] The EIR concluded that no additional mitigation was necessary.

Impacts related to historic resources within the Westside Redevelopment Project area would be less than significant with implementation of the policies and actions contained in the regulating documents for the Westside Community Plan, Downtown Specific Plan, applicable General Plan policies, and the regulations contained in the Municipal Code, and no mitigation measures are required. Impacts to historic resources within the Westside Redevelopment Project area would be Class III, Not Significant.

Mitigation Measures

No mitigation measures are required.

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11 City of Ventura, Downtown Specific Plan Final EIR, 2007.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

Impacts on historical resources tend to be site specific and are assessed on a site-by-site basis. Where resources in close proximity or with similar valued characteristics would be adversely affected, development within Westside Community Planning Project could represent an incremental adverse impact on historic resources. Specific projects proposed within the Westside Community Planning Project area would be required to undergo project-level review. Furthermore, individual development proposals within the Westside Community Planning area would be required to comply with the requirements of CEQA to ensure that potential impacts are mitigated to the extent feasible. With implementation of the Westside Community Plan and Development Code policies and actions, and Downtown Specific Plan policies and actions, applicable General Plan policies, and the regulations contained in the Municipal Code, cumulative impacts would be Class III, Not Significant. Therefore, the Westside Community Planning Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be Class III, Not Significant.

4.5 GEOLOGY AND SOILS

4.5.1 INTRODUCTION

This section analyzes the potential impacts of the Westside Community Planning Project related to geology and soils. The following analysis is based on a geotechnical study prepared for the project in September 2011.[1] This study is provided in **Appendix 4.5**.

4.5.2 ENVIRONMENTAL SETTING

a Physical Setting

Regional Setting

The majority of the Westside Community Planning Project area is located within the valley floor of the Ventura River, although the northeastern portion and the eastern periphery are located in upland areas. The planning area is bordered to the west by the Ventura River and to the east by the Santa Ynez Mountains of the Transverse Ranges Geomorphic Province. The Transverse Ranges are generally characterized by east-to-west-trending folds and faults. The area contains extensive Tertiary marine and non-marine sedimentary units and Quaternary alluvial and landslide deposits. Major structural features in the region include the Ventura fault, the Ventura anticline, the Red Mountain fault, and the Red Mountain anticline.

Earth Units

Quaternary alluvium of the Ventura River underlies the low-lying portions of the planning area, and bedrock underlies the upland areas. The alluvial soils are expected to consist of silts, sands, and gravel, and extend to approximately 100 feet below the ground surface. The following soil units have been mapped in the vicinity of the planning area:

- Qls – Landslide deposits
- Qf – Late Pleistocene- to Holocene-age alluvium consisting of silt, sand, and gravel
- Qt – Late Pleistocene- to Holocene-age alluvium, marine and stream terrace deposits
- Qw – Late Pleistocene- to Holocene-age stream channel deposits consisting of silts, sands, and gravels

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1 Leighton Consulting, Inc. *Geologic and Geotechnical Study, Westside Community Planning area*, 2011.

- Qoa – Older dissected valley deposit consisting of weakly consolidated older alluvial deposits of gravel sand and silt
- Qss – Pleistocene-age non-marine and shallow marine alluvial deposits consisting of cobble and pebble gravels consisting of sandstone and siliceous shale clasts in a light brown sandy matrix
- Tsh – Late Pliocene- to Early Pleistocene-age poorly bedded marine claystones and poorly indurated fossiliferous marine sandstones. Sandstone units contain beds of pebbly material consisting of silicified shale and hard sandstone
- Tss – Oligocene-age non-marine deposit consisting of pinkish gray to light brown, moderately hard arkosic sandstone, locally pebbly, and interbedded maroon-red siltstone and claystone

Groundwater

The planning area is located within the Lower Ventura River sub-basin of the Ventura River Valley Basin. The Lower Ventura River sub-basin is bounded to the north by the Upper Ventura River sub-basin and on the south by the Pacific Ocean and Mound sub-basin of the Santa Clara River Basin. The eastern and western boundaries are defined by the impermeable bedrock of the Santa Ynez Mountains.

Water-bearing formations within the sub-basin include Pleistocene and Holocene alluvium and the lower Pleistocene San Pedro Formation. The alluvium typically consists of silts and sands with lenses of coarser, more permeable material. Groundwater flows from northeast to southwest, generally along the direction of flow of the Ventura River.

Historically, groundwater beneath the area has been as shallow as 10 feet below ground surface at the south end of the planning area and greater than 40 feet below ground surface at the northern end of the planning area. Currently, groundwater is anticipated to be approximately 34 feet below ground surface near the middle of the planning area and approximately 54 feet below ground surface near the northern end of the planning area.

Regional Faulting and Seismicity

Southern California is a geologically complex area with numerous fault systems, including strike-slip, oblique, thrust, and blind thrust faults. Therefore, any specific area is subject to seismic hazards of varying degree, depending on the proximity and earthquake potential of nearby active faults, and the local geologic and topographic conditions. Seismic hazards include primary hazards from surface rupturing of rock and soil materials along active fault traces, and secondary hazards resulting from strong ground shaking.

Surface Rupture

To protect structures from the hazard of surface ground rupture along a fault line, the California Geological Survey (CGS), under the state-mandated Alquist-Priolo (AP) Act of 1972, has delineated Earthquake Fault Zones that encompass active or potentially active faults that are both "sufficiently active" and "well defined," Development projects within these zones that are intended for human occupancy require detailed investigations to evaluate faulting. An active fault, as defined by state law, is a fault that has been proven by direct geologic methods, such as trenching, to have offset Holocene-age sediments (11,000 years old or younger). Many faults in California have not been studied in sufficient detail in order to assess recent activity. Therefore, it is common to assess all faults that are of Quaternary age (i.e., the last 1.6 million years) when performing a seismic hazard assessment. A fault that has been proven by direct geologic evidence not to have moved during the last 11,000 years is termed inactive.

The City of Ventura has also established Earthquake Fault Zones along faults within the City's sphere of influence. These include faults mapped by the state as part of the AP Act as well as faults recognized by the City as warranting additional study (City of Ventura, 2005).

Active, or Holocene-age, and Quaternary-age faults in the vicinity of the planning area are shown in **Figure 4.5-1, Regional Faults**, and listed below in **Table 4.5-1, Regional Faults**.

Table 4.5-1
Regional Faults

Fault Name	Approximate Distance (miles)	Maximum Earthquake Magnitude
Ventura - Pitas Point	0.1	6.8
Red Mountain	2.1	6.8
Montalvo-Oak Ridge Trend	4	6.6
Oak Ridge (Onshore)	6	6.9
Oak Ridge (Blind Thrust Offshore)	9	6.9
M.Ridge-Arroyo Parida-Santa Ana	9	6.7
Channel Is. Thrust (Eastern)	9	7.4
Simi-Santa Rosa	11	6.7
Sa Cayetano	14	6.8
Santa Ynez (East)	15	7
Anacapa-Dume	15	7.3
North Channel Slope	23	7.1
Santa Ynez (West)	23	6.9

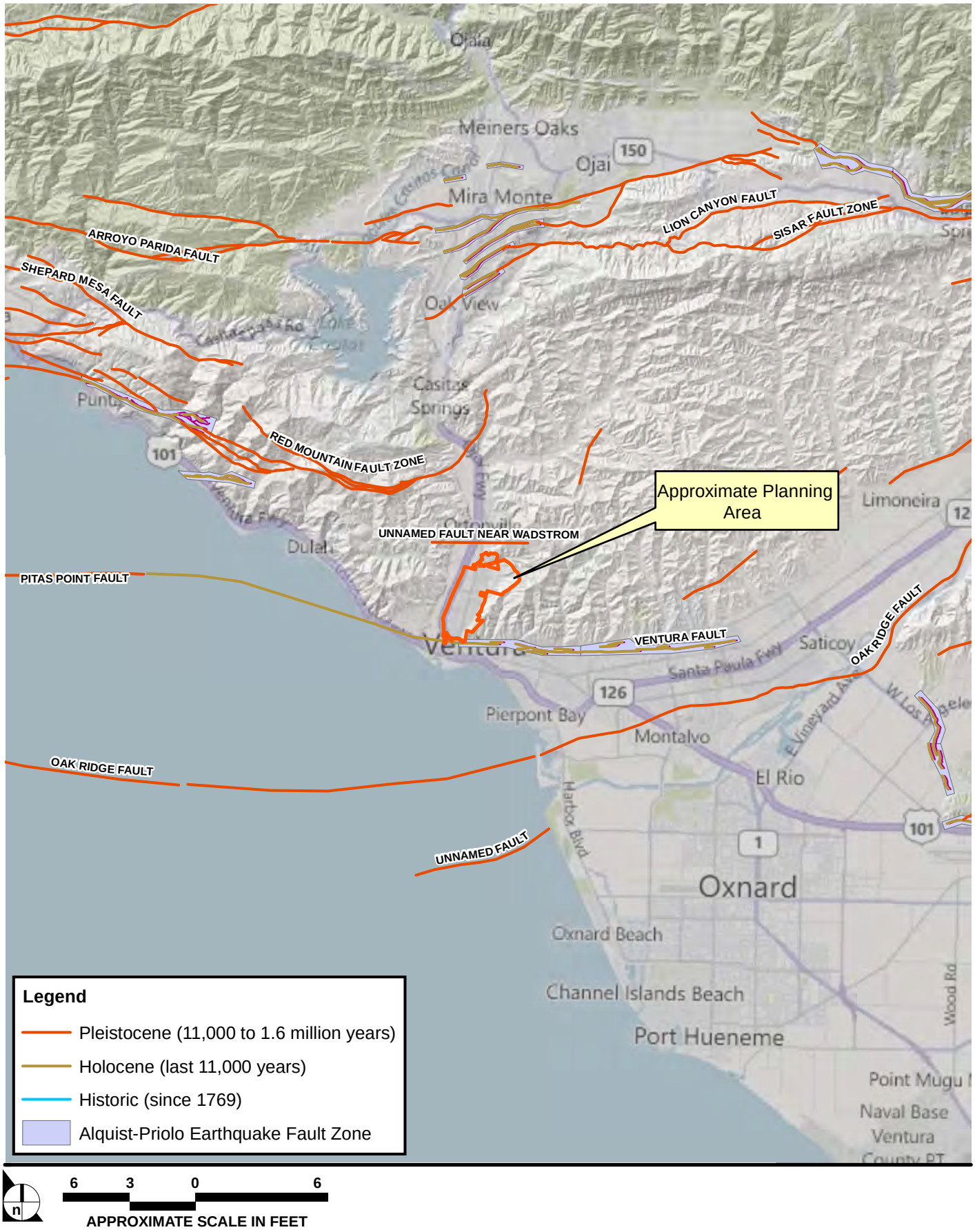
Fault Name	Approximate Distance (miles)	Maximum Earthquake Magnitude
Santa Cruz Island	25	6.8
Big Pine	26	6.7
Malibu Coast	26	6.7
Santa Susana	31	6.6
Northridge (E. Oak Ridge)	32	6.9
Holser	32	6.5
San Gabriel	37	7.0
Pleito Thrust	38	7.2
Santa Rosa Island	40	6.9
San Andreas - Carrizo	40	7.2
San Andreas - 1857 Rupture	40	7.8
Santa Monica	40	6.6
Garlock (West)	43	7.1
Sierra Madre (San Fernando)	47	6.7
Palos Verdes	48	7.1
Los Alamos-W. Baseline	50	6.8
Verdugo	50	6.7
Hollywood	51	6.4
White Wolf	52	7.2
San Andreas - Mojave	53	7.1
Newport-Inglewood (L.A.Basin)	56	6.9
Sierra Madre	57	7
Compton Thrust	58	6.8
Lions Head	60	6.6

Source: Leighton Consulting, Inc., 2011.

The most significant fault systems that could produce significant ground shaking in the planning area include the Ventura Fault, the Red Mountain Fault, and the Oak Ridge Fault.

Ventura Fault

The Ventura Fault is a north-dipping thrust fault, located immediately adjacent to the southeastern margin of the planning area. The Alquist-Priolo Earthquake Fault Zone that includes this active fault extends into the southeastern portion of the planning area. The fault is approximately 12 miles long, and is thought to have a slip rate of approximately 0.5 to 1.5 millimeters per year. This fault is estimated to be capable of producing earthquakes of magnitude (Mw) 6.0 to 6.8.



SOURCE: Impact Sciences, Inc. – January 2006

FIGURE **4.5-1**

Regional Faults

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Red Mountain Fault

The Red Mountain Fault is a north-dipping, thrust fault, located approximately 2.1 miles north of the planning area. The fault is approximately 9 miles long and is thought to have a slip rate of 0.4 to 1.5 millimeters per year. This fault is estimated to be capable of producing earthquakes of magnitude (Mw) 6.0 to 6.8.

Oak Ridge Fault

The Oak Ridge Fault is a southeast-dipping thrust fault; at its nearest approach, it is located approximately 6 miles south of the southern portion of the planning area. The Oak Ridge Fault is approximately 54 miles long, and is thought to have a slip rate between 3.5 and 6 millimeters per year. The Oak Ridge Fault strikes generally parallel to State Route 126 from the town of Piru in the east extending out to sea to a point approximately 12 miles south of Santa Barbara. This fault is estimated to be capable of producing earthquakes of magnitude (Mw) 6.5 to 7.5.

Local Faulting

Although active faulting has not been identified within the planning area, an Earthquake Fault Zone (associated with the Ventura Fault outside the planning area) extends across the extreme southeastern margin; therefore, there is a potential for the presence of active faulting in this small area. The location of this Earthquake Fault Zone is shown in **Figure 4.5-2, Local Faults**.

An unnamed fault is located along the northern boundary of the planning area; however, there is no information to suggest it is active and it has not been included in an Earthquake Fault Zone. Weber et al (1975) suggest a possible late Quaternary age for this fault. Another unnamed fault, approximately west-east trending, is located approximately 2,000 feet to the north of the planning area. This may be the "unnamed fault near Wadstrom" mapped by the California Geological Survey (2010) as shown on **Figure 4.5-1**, for which a late Quaternary age has been estimated.

Based on the preceding, the likelihood of surface fault rupture in the majority of the planning area is considered to be low. In the southeastern corner of the planning area, the potential for fault rupture is high.

Seismic Shaking

The probability that the planning area will be subject to strong seismic shaking from a moderate to large earthquake on a major active fault in Southern California is high. The intensity of ground shaking at a

given location depends primarily on the earthquake magnitude, faulting mechanism, distance, depth from the source, and site characteristics. The intensity of shaking is generally amplified in areas underlain by deep deposits of loose, unconsolidated soils. In the planning area, the hazard posed by seismic shaking is considered high due to the proximity of known active faults.

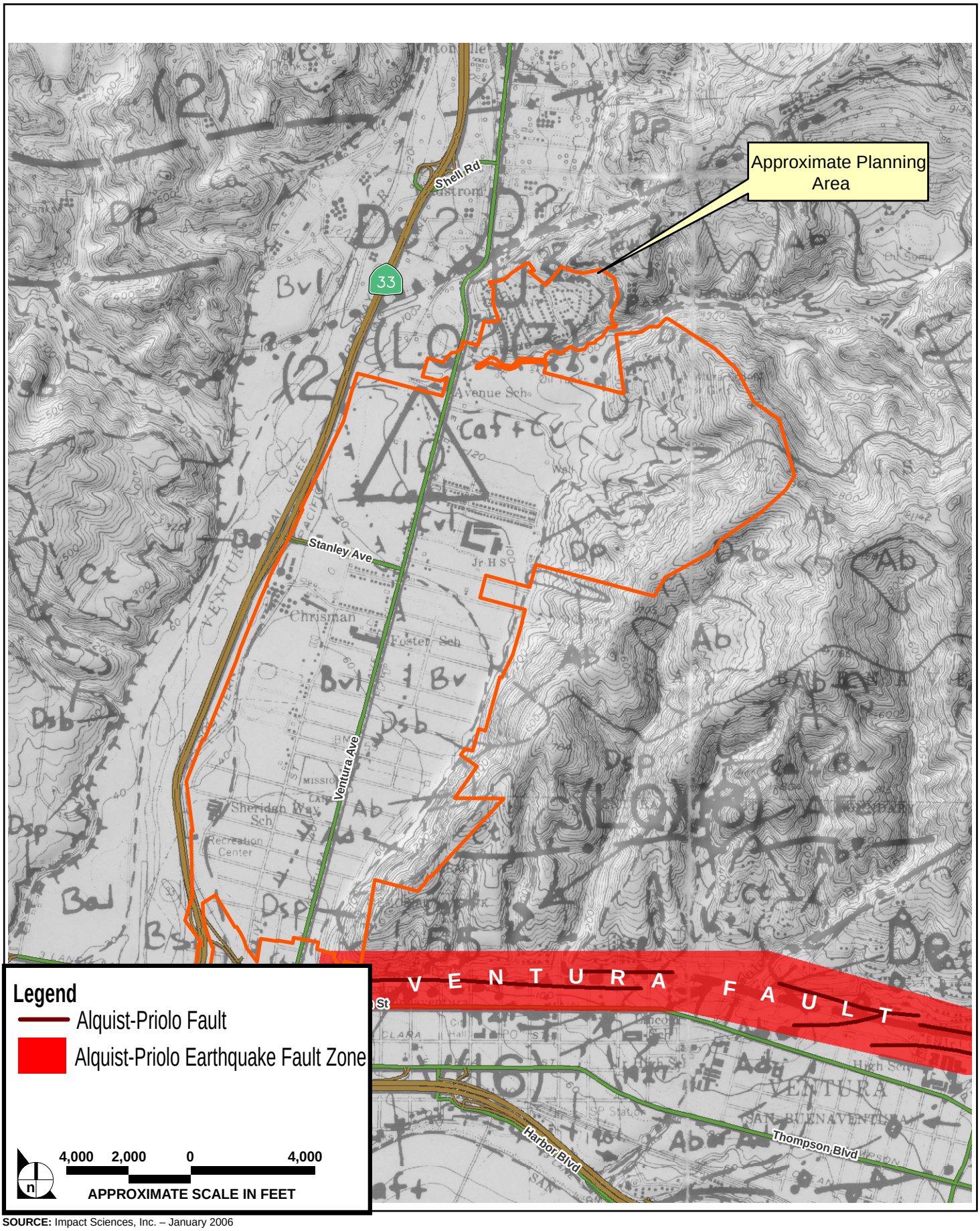
Secondary Seismic Hazards

Secondary effects of seismic shaking are non-tectonic processes that are directly related to strong seismic shaking. Ground deformation, including fissures, settlement, displacement, and loss of bearing strength are expressions of these processes, and are among the leading causes of damage to structures during moderate to large earthquakes. Secondary effects leading to ground deformation include liquefaction, lateral spreading, settlement, and landslides. Other hazards indirectly related to seismic shaking are inundation, tsunamis, and seiches.

Liquefaction. Liquefaction occurs when loose, cohesionless, water-saturated soils are subjected to strong seismic ground motion of significant duration. These soils essentially behave similar to liquids, losing much of their shear strength. Structures on these soils may buckle, tilt, or settle when the soils liquefy. Liquefaction more often occurs in earthquake-prone areas underlain by young sandy alluvium where the groundwater table is less than 50 feet below the existing ground surface (bgs).

According to the Seismic Hazard Zone Report for the Ventura 7.5-Minute Quadrangle, Ventura County, California, the historically shallowest depth to groundwater in the vicinity of the planning area ranges from approximately 10 feet below the existing ground surface at the southwestern boundary to greater than 40 feet below ground surface at the northern boundary. As shown in **Figure 4.5-3, Liquefaction and Landslide Zones**, the southern portion of the planning area is located within a potential liquefaction zone. The Ventura General Plan Safety Element identifies approximately the same area as lying within a liquefaction zone. The presence of shallow groundwater and sandy alluvial soils make liquefaction a potential hazard within the planning area.

Lateral Spreading. Lateral spreading is a phenomenon where large blocks of intact, non-liquefied soil move down slope on a liquefied substrate of relatively large aerial extent. The mass moves toward an unconfined area, such as a descending slope or stream-cut bluff, or is known to move on slope gradients as gentle as 1 degree. The majority of the land in the planning area is essentially flat; however, slopes are located in the northeastern and southeastern portions of the planning area. Portions of the planning area west of State Route 33 and east of the Ventura River have the potential to be affected by lateral spreading towards the Ventura River.



SOURCE: Impact Sciences, Inc. – January 2006

FIGURE **4.5-2**

Local Faults

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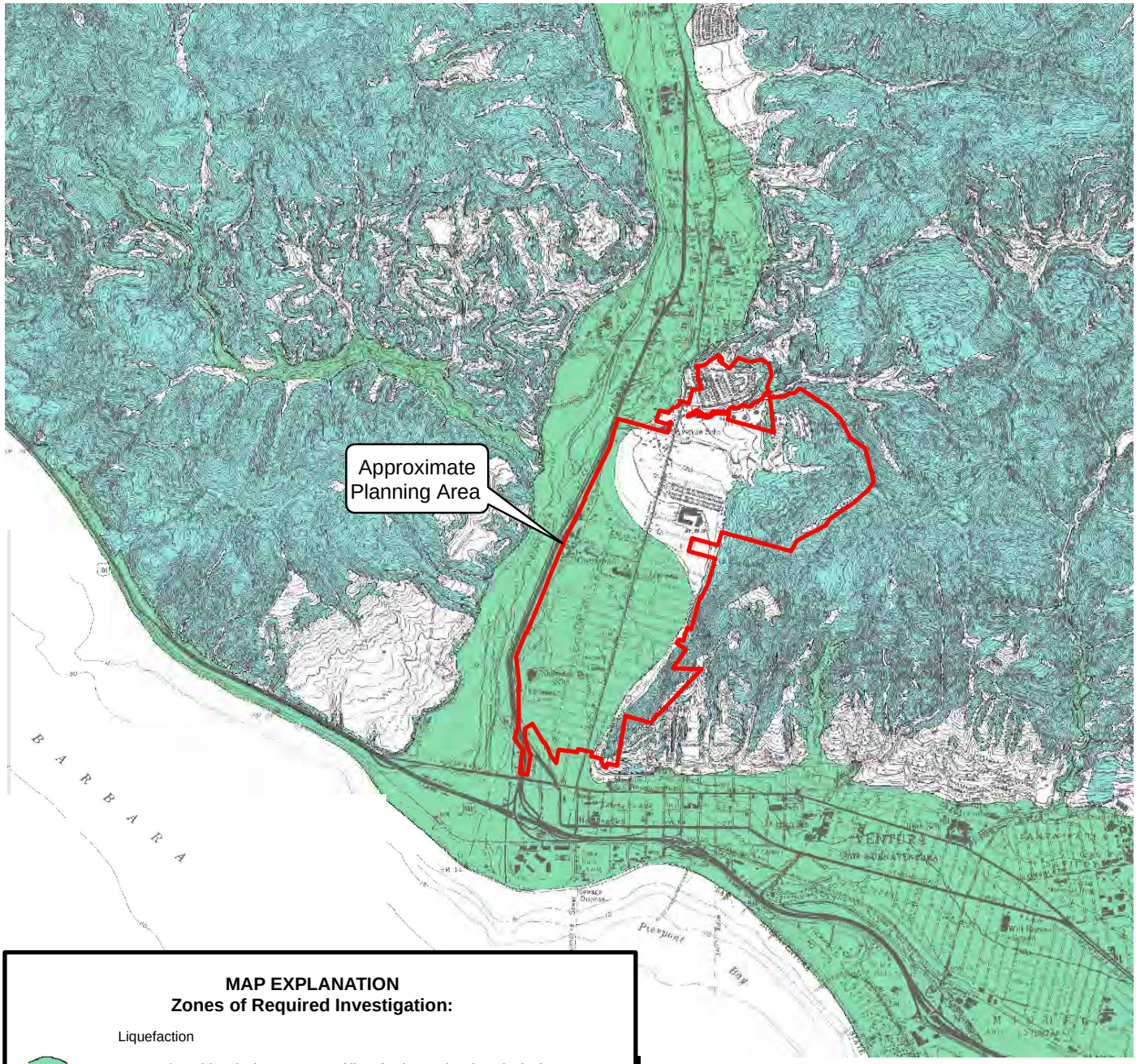

MAP EXPLANATION
Zones of Required Investigation:

Liquefaction

Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground-water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(C) would be required.

Earthquake-Induced Landslides

Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

NOTE: Seismic Hazard Zones identified on this map may include developed land where delineated hazards have already been mitigated to city or county standards. Check with your local building/planning department for information regarding the location of such mitigated areas.

8,000 4,000 0 8,000

APPROXIMATE SCALE IN FEET

FIGURE **4.5-3**

Liquefaction and Landslide Zones

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Seismically Induced Settlement. Strong ground shaking can cause settlement by allowing sediment particles to become more tightly packed, thereby reducing pore space. Unconsolidated, loosely packed granular alluvial deposits are especially susceptible to this phenomenon. Poorly compacted artificial fills may also experience seismically induced settlement. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. If settlement occurs, it could result in damage to structures. Much of the flat-lying portions of the planning area are underlain by alluvial deposits, and there may be a potential for seismically induced settlement to occur.

Seismically Induced Landslides: Marginally stable slopes may be subject to landslides caused by seismic shaking. In most cases, this is limited to relatively shallow soil failures on steeper natural slopes, although deep-seated failures of over-steepened slopes are also possible. The majority of the planning area is located on flat land. However, the California Geological Survey has included the northeastern portion of the planning area and the extreme eastern margin of the planning area in a Seismic Hazard Zone with respect to seismically induced landslides. In these areas, several large existing landslides have been mapped. There is the potential for seismically induced landslides within the planning area.

Seismically Induced Inundation: Strong seismic ground motion can cause dams and levees to fail, resulting in damage to structures and properties located downstream. According to the Ventura County General Plan Hazard Appendix, the low-lying areas of the planning area are located within a dam inundation zone associated with Lake Casitas Dam and the Matilija Dam, both of which are located up-gradient of the planning area. The Lake Casitas Dam is an earthen dam and Matilija Dam is a variable-radius gravity arch dam; the resulting floodwaters from a failure of the Matilija Dam would be expected to be confined to the Ventura River channel. A failure of the Casitas dam has the potential to inundate the low-lying areas of the planning area within the Ventura River valley. Information about both dams is listed in the **Table 4.5-2, Regional Dams**. **Figure 4.5-4, Tsunami and Dam Inundation Hazards Map**, which shows the areas within the planning area that are subject to dam inundation hazards.

Table 4.5-2
Regional Dams

Name	Year Completed	Type of Dam	Storage Capacity (Acre-Feet)
Lake Casitas Dam	1959	Earth fill	254,000
Matilija Dam	1948	Variable Radius Arch	1,800

Source: Leighton Consulting, Inc., 2011.

Failure of either of these dams during a large earthquake is possible. Matilija Dam is considered unsafe and has been notched to reduce its capacity. The Matilija Dam is undergoing quarterly inspections by the Ventura County Flood Control District. While the Lake Casitas Dam is not impaired or considered to be unsafe, the proximity of the dam to the planning area reduces the warning time for residents in the downstream inundation zone if a failure were to occur. Failure of either of these dams could impact the planning area.

Tsunamis and Seiches: A tsunami, or seismically generated sea wave, is generally created by a large earthquake that causes a sudden vertical displacement of the ocean floor. Damage from tsunamis is confined to coastal areas that are typically 20 feet or less above sea level. Based on studies performed by the California Geological Survey, a portion of the Ventura River west of the planning area could be impacted by tsunamis, although the planning area itself would not. Identified tsunami impact areas are shown in **Figure 4.5-4**.

A seiche is an earthquake-induced wave in a confined body of water, such as a lake or reservoir. Given the usual short duration of seiches, measurable in minutes, the effects of overtopping of the lake or reservoir are usually confined to the adjacent vicinity. No large confined bodies of water are located within the planning area, and thus there is a low potential for damage to the planning area from seiches.

Slope Stability

The majority of the planning area is located on flat terrain with no significant slopes. However, areas of potential slope instability are located on the northeast and extreme eastern margin of the planning area on the Seismic Hazards Zone Map for the Ventura 7.5-Minute Quadrangle, Ventura County, California and could have the potential to impact the planning area. Areas identified as being susceptible to landslide are shown in **Figure 4.5-3**.

Soil Engineering Characteristics

Compressible and Collapsible Soil

Soil compressibility refers to a soil's potential for settlement when subjected to increased loads, such as from a fill surcharge or structural loads. The upper portion of the young alluvial soil present in the planning area is generally expected to be slightly to moderately compressible. Uncontrolled fill would be considered compressible throughout the entire depth.

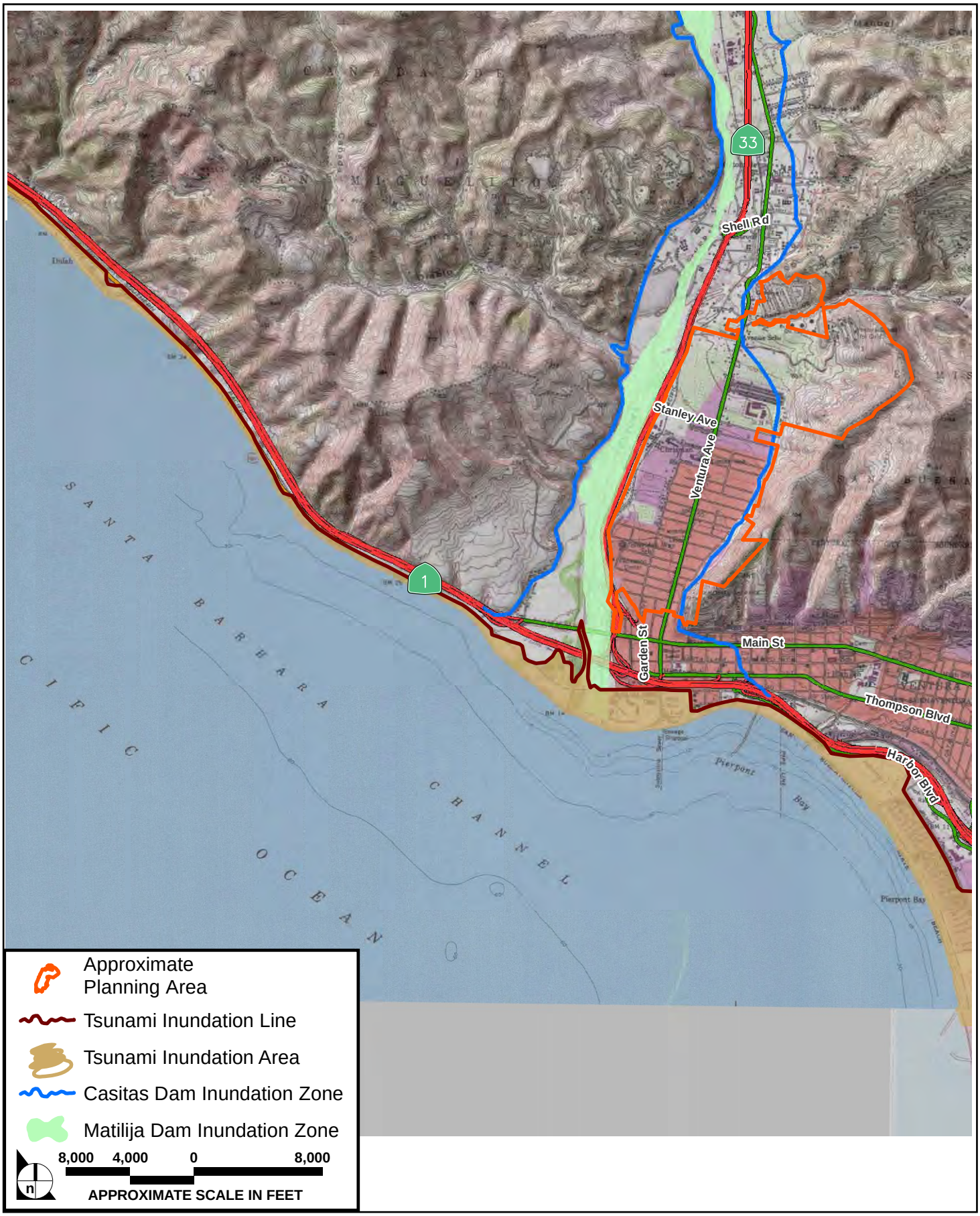

FIGURE **4.5-4**

Tsunami and Dam Inundation Hazards Map

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Collapse potential refers to the potential settlement of the alluvial soil under existing stresses (loads) upon being wetted. The alluvial soil underlying the planning area is expected to have a slight to moderate collapse potential.

Expansive Soils

The upward pressures induced by expansive soils can have significant effects upon structures and other surface improvements. Shrinkage of these soils during drying can also cause damage as structural support is removed. According to the Ventura County General Plan, Hazard Appendix, the entire County is underlain by expansive soils to some degree. Much of the lowland and upland areas of the planning area are underlain by low to medium expansive soils, with the lower expansive soils being closer to the Ventura River. Medium and highly expansive soils are found in the upland areas in the northeastern portion of the planning areas and some of the adjacent low-lying areas. Areas with expansive soils are shown in **Figure 4.5-5, Expansive Soils Map**.

Erosion

The unconsolidated alluvial deposits exposed on potential cut slopes or other excavations would be susceptible to erosion. Manufactured slopes composed of compacted fill would also be susceptible to erosion.

b. Regulatory Framework

State

California Geological Survey

The California Geological Survey (CGS) is responsible for enforcing the Alquist-Priolo Earthquake Fault Zoning Act and enforcing the Seismic Hazards Mapping Act. Both are described below.

Alquist-Priolo Earthquake Fault Zoning Act

The purpose of Alquist-Priolo Earthquake Fault Zoning Act (formerly called the Alquist-Priolo Special Studies Zones Act)[2] is to prohibit the location of most structures for human occupancy across the traces of active surface faults, which are faults that have ruptured the ground surface in the past 11,000 years, and to mitigate the hazard of fault rupture. The act addresses only the hazard of surface fault rupture and

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2 California Public Resources Code, Sec. 2621 et seq. The Alquist-Priolo Special Studies Zones Act was signed into law in 1972. In 1994, it was renamed the Alquist-Priolo Earthquake Fault Zoning Act. The act has been amended ten times.

is not directed toward other earthquake hazards. Under the act, the State Geologist (Chief of the CGS), is required to delineate "earthquake fault zones" (EFZs) along known active faults in California. The boundary of an EFZ is generally approximately 500 feet from major active faults, and 200 to 300 feet from well-defined minor faults. Cities and counties affected by the EFZs must withhold development permits for certain construction projects proposed within the zones until geologic investigations demonstrate that the sites are not significantly threatened by surface displacement from future faulting. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).

Seismic Hazards Mapping Act

Under the CGS's Seismic Hazards Mapping Act,[3] which was passed in 1990, seismic hazard zones are to be identified and mapped to assist local governments for planning and development purposes. The Seismic Hazards Mapping Act differs from the Alquist-Priolo Earthquake Fault Zoning Act in that it addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction, landslides, other types of ground failure, and other hazards caused by earthquakes. The CGS provides guidance for evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations.[4]

California Building Code

The State of California provides a minimum standard for building design through the California Building Code (CBC). The 2010 edition of the CBC is based on the 2009 International Building Code (IBC) as published by the International Code Council, together with other amendments provided in local/municipal codes, and is adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in the California Occupational Safety and Health Administration (Cal-OSHA) regulations[5] and in Section A33 of the CBC.

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3 California Public Resources Code, Sec. 2690 et seq.

4 California Geological Survey, "Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California," 1997.

5 California Code of Regulations, Title 24, Part 8, "California Historical Building Code."

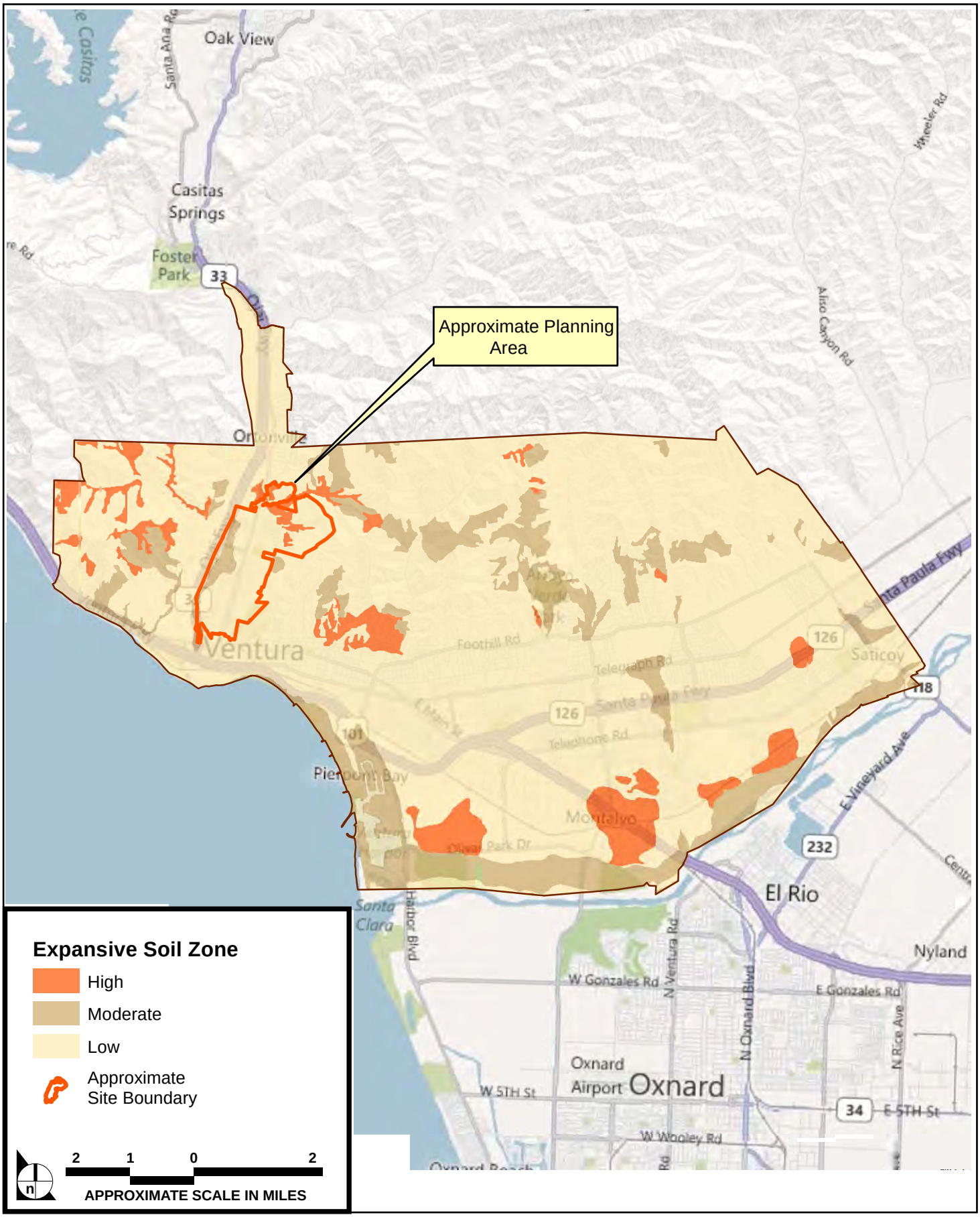

FIGURE **4.5-5**

Expansive Soils Map

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Standard residential, commercial, and light industrial construction is governed by the CBC, to which cities and counties add amendments. Due to the type, quality, and age of some of the buildings, the 2001 State Historical Building Code[6] (SHBC) applies to the strengthening of unreinforced historic structures, while the 1986 Unreinforced Masonry Law[7] applies to the identification, reporting, and retrofit of non-historic unreinforced masonry buildings. The 2007 California Building Code[8] includes additions to the previous building code that make it more stringent, in particular with regard to seismic and earthquake conditions for critical structures such as essential facilities, public schools, and hospitals. The CBC, which is included in Title 24 of the California Administrative Code, is a compilation of three types of building standards from three different origins:

- Those adopted by state agencies without change from building standards contained in national model codes (e.g., the IBC).
- Those adopted and adapted from the national model code standards to meet California conditions (e.g., most of California is in Seismic Design Categories D and E).
- Those authorized by the California legislature that constitute extensive additions not covered by the model codes that have been adopted to address particular California concerns (e.g., the specification of Certified Engineering Geologist rather than engineering geologist).

The seismic performance objectives for both buildings and non-building structures addressed in the previous (1997) UBC, seismic zones 3 and 4 are now Seismic Design Category D, E, or F under the 2007 CBC. Most of the residential projects in California will fall into Seismic Design Category D or E. For the proposed planning area, the seismic objectives are to:[9]

- sustain minimal or no damage under minor earthquake ground motion,
- limit damage to non-structural features under moderate level earthquake ground motion, and
- limit damage to structural and non-structural features without collapse under major level earthquake ground motion.

In addition, the CBC regulates excavation, foundations, and retaining walls; contains specific requirements pertaining to site demolition, exaction, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials; and regulates grading activities, including drainage and erosion control. Construction activities are subject to

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6 California Code of Regulations, Title 24, Part 8, "California Historical Building Code."

7 California Government Code, Section 8875 et seq.

8 California Code of Regulations, Title 24, Part 2, "California Building Code."

9 Sladden, 2006, 4.

occupational safety standards for excavation, shoring, and trenching as specified in the Cal-OSHA regulations.

City

Hillside Management Program

The City adopted a Hillside Management Program in 1989.[10] The purpose of the Hillside Management program is to preserve the natural and scenic character of the City's hillside areas and to minimize hazards from fire, flood, water pollution, erosion, and land slippage. The Hillside Management provides policies, development criteria, and submittal requirements to ensure that the amount and distribution of future development in areas subject to the plan is consistent with the topography, geology, and hydrology of hillside areas.

General Plan Safety Element

Chapter 7, Our Healthy and Safe Community, of the City's 2005 General Plan sets forth the City's goals and policies with respect to public safety, including safety from geological hazards.

The following policies and actions would apply to the proposed project:

Policy 7B Minimize risks from geologic and flood hazards.

Action 7.6 Adopt updated editions of the California Construction Codes and International Codes as published by the State of California and the International Code Council respectively.

Action 7.7 Require project proponents to perform geotechnical evaluations and implement mitigation prior to development of any site:

- with slopes greater than 10 percent or that otherwise have potential for landsliding;
- along bluffs, dunes, beaches, or other coastal features;
- in an Alquist-Priolo earthquake fault zone or within 100 feet of an identified active or potentially active fault;

10 City of Ventura, "Hillside Management Program," http://www.cityofventura.net/cd/planning/citydesign.

- in areas mapped as having moderate or high risk of liquefaction, subsidence, or expansive soils;
- in areas within 100-year flood zones, in conformance with all Federal Emergency Management Agency regulations.

Action 7.8 To the extent feasible, require new critical facilities (hospital, police, fire, and emergency service facilities, and utility "lifeline" facilities) to be located outside of fault and tsunami hazard zones, and require critical facilities within hazard zones to incorporate construction principles that resist damage and facilitate evacuation on short notice.

Action 7.9 Maintain and implement the Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan.

4.5.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section VI, Geology and Soils, the following significance thresholds are used to evaluate impacts related to geology and soils.

GEO-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- 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);
- Strong seismic ground shaking;
- Seismic-related ground failure, including liquefaction; or
- Landslide?

GEO-2 Result in substantial soil erosion or the loss of topsoil?

GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life and property?

Based upon Appendix G of the *State CEQA Guidelines* under Section VI, Geology and Soils, a project would have a significant impact if it would:

VI.e Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

The project would have no impact related to significance threshold VI.e because development permitted by the project would connect to the City's wastewater disposal system, and detailed analysis in the EIR is not required. This significance threshold is discussed in **Section 8.0, Effects Found Not to be Significant**.

b. Methodology

The following analysis is based on a geotechnical study prepared for the proposed project, which is provided in **Appendix 4.5**. The study identifies potential geologic and geotechnical hazards that may be present within the planning area. The geotechnical study was prepared by reviewing published reports and geologic maps for the planning area, conducting site reconnaissance, and evaluation of the available information by a Professional Geotechnical Engineer and Certified Engineering Geologist.

c. Analysis, Mitigation Measures, and Residual Impacts

The Westside Community Plan provides the following policy and actions intended to address public safety in Chapter 12.4, Our Accessible Community and Chapter 12.7, Our Healthy and Safe Community:

GOAL Reduce threats to public health and safety throughout the Westside Community through regulation of hazardous conditions and enhanced public safety services and facilities.

Policy 12 AA Minimize the Westside Community exposure to Floods, Landslides and Hazardous Substances.

Policy 12 S Develop an access strategy connecting the Westside Community to the hillsides along Cedar Street

Revised Action 12.4.12 Working with local residents, property owners, the Ventura Hillside Conservancy, and City and County officials, develop a workplan to stabilize the hillsides and

prevent landslides above Cedar Street, Vince Street, Carr Drive, El Medio Street, Lewis Street, and Warner Street.

GEO-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- 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); Class III, Not Significant
- Strong seismic ground shaking; (Class III, Not Significant)
- Seismic-related ground failure, including liquefaction (Class III, Not Significant); or
- Landslide? (Class III, Not Significant)

Analysis

Alquist-Priolo Fault Rupture

An Alquist-Priolo Earthquake Fault Zone extends across the extreme southeastern corner of the planning area. Within this zone, the potential for ground rupture during an earthquake would be potentially significant. The Alquist-Priolo Earthquake Fault Zone Act of 1972 requires that investigations be performed in Earthquake Fault Zones (usually subsurface excavations) prior to the construction of structures intended for human occupancy to evaluate whether the structures are underlain by active faults. Subsequent projects proposed within the Planning area would comply with all applicable requirements of the Alquist-Priolo Earthquake Fault Zone Act, which would ensure that impacts are less than significant.

Strong Seismic Ground Shaking

The intensity of ground shaking at a given location depends on several factors, but primarily on the earthquake magnitude, the distance from the hypocenter to the site of interest, and response characteristics of earth units underlying the site of interest. Peak Horizontal Ground Acceleration (PHGA) was estimated for the planning area using the United States Geological Survey's 2008 Interactive Deaggregations utility. The results of this analysis indicate that the predominant modal earthquake has a PHGA of 0.9g with magnitude of approximately 6.8 (M_W) at a distance of 1.2 kilometers for the Maximum Considered Earthquake (2 percent probability of exceedance in 50 years). The hazard posed by seismic shaking is considered high, due to the proximity of known active faults.

There is no realistic way in which the hazard of seismic shaking can be totally avoided. However, exposure to future ground shaking within the planning area is no greater than at many other sites in Southern California. Design of improvements in accordance with the 2010 California Building Code and appropriate City standards is expected to reduce the impact of ground shaking to less than significant.

Seismic-Related Ground Failure Including Liquefaction

Liquefaction and Lateral Spreading. Liquefaction occurs when loose, cohesionless, water-saturated soils (generally fine-grained sand and silt) are subjected to strong seismic ground motion of significant duration. These soils essentially behave similar to liquids, losing shear strength. Improvements constructed on these soils may buckle, tilt, or settle when the soils liquefy. Liquefaction more often occurs in earthquake-prone areas underlain by young sandy alluvium where the groundwater table is less than 50 feet below the ground surface.

Lateral spreading is a phenomenon where large blocks of intact, non-liquefied soil move down a slope on a liquefied substrate of relatively large aerial extent. The mass moves toward an unconfined area, such as a descending slope or stream-cut bluff, or on slope gradients as gentle as 1 degree.

Historical groundwater data for the Ventura area shows that the historically highest groundwater levels in the planning area range from approximately 10 feet below ground surface near the southern boundary to greater than 40 feet below ground surface near the northern boundary. As shown in **Figure 4.5-3**, the young alluvial soils in the area may have the potential to be liquefiable if shallow groundwater is present. Currently, groundwater ranges from approximately 12 feet below ground surface in the southern portion of the planning area to 45 feet below ground surface within the northern portion of the planning area. Groundwater levels in the area would thus create the potential for liquefaction within the planning area.

The City requires that geotechnical studies be prepared for development projects proposed in areas with identified liquefaction potential. If liquefaction is found to be a hazard to the proposed development, recommendations to reduce the potential for liquefaction would be provided and may include overexcavation and recompaction of potentially liquefiable soils, ground improvement, structural design improvements to buildings, or other measures. Conducting such studies in accordance with California Building Code and City requirements and implementing appropriate geotechnical recommendations during design and construction would reduce the risk associated with liquefaction and lateral spreading to less than significant.

Seismically Induced Settlement. Strong ground shaking can cause settlement by allowing sediment particles to become more tightly packed, thereby reducing pore space. Unconsolidated, loosely packed granular

alluvial deposits are especially susceptible to this phenomenon. Poorly compacted artificial fills may also experience seismically induced settlement. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. If settlement occurs, it could result in damage to improvements.

The City requires that geotechnical studies be prepared for development projects proposed in areas with identified potential for seismic settlement. If seismic settlement is found to be a hazard to the proposed development, measures to reduce the potential for settlement should be provided and may include overexcavation and recompaction of settlement prone soils, ground improvement, structural design improvements to buildings, or other measures. Conducting such studies in accordance with California Building Code and City requirements and implementing appropriate geotechnical recommendations will reduce the risk associated with seismic settlement to less than significant.

Landslides

The majority of the planning area is located on essentially flat terrain; however, the northeastern portion of the planning area and the extreme eastern margin of the planning area are located in areas where existing landslides have been mapped and where the potential for future landslides exists. Action 12.4.12 of the Westside Community Plan identifies areas that would need hillside stabilization in the southeastern portion of the planning area above Cedar Street, Vince Street, Carr Drive, El Medio Street, and Warner Street.

Landslides can occur as a result of a variety of factors and are not usually attributable to a single cause. Bedrock material type, bedrock strength, and bedrock orientation within slopes of varying inclinations and orientations are the main physical characteristics of the natural ground that influence the occurrence of landslides. Other factors such as erosion and undercutting of the toes of natural slopes by storm runoff or soil saturation from prolonged rainfall events, and mechanical alteration of slopes can all increase the likelihood for the occurrence of landslides, although estimation of the timing of their occurrence is not possible. Similarly, strong ground shaking during earthquakes can increase the likelihood of landslides.

Much of the upland portion of the planning area is included within zones where the potential for seismically induced landslides has been previously identified. The size of these landslides cannot be reliably estimated given that they will depend on the amount of shaking during the earthquake. Given the factors discussed above, the risk associated with landslides in these portions of the Planning Area is considered to be potentially significant to adjacent locations of the flat-lying Planning Area, or to developments that may be planned within the upland areas.

Engineering geologic practice has evolved to a point where existing landslides can be identified and the potential for future landslides can be predicted with a relatively high level of accuracy. Similarly, the mitigation for such landslides has also evolved to a point where the risk they could impart to structures can be effectively mitigated once identified. Therefore, future individual project designs should be reviewed on a case-by-case basis with respect to landslides as the Planning Area is developed, as is standard practice in the engineering geologic and geotechnical engineering community, and as is required by all regulatory agencies, including the City of Ventura. Such review would consist of proposed cut slopes, fill slopes and walls, and especially improvements planned at the toes of all slopes, especially natural slopes.

As long as geotechnical recommendations for proposed construction adhere to the California Building Code and City requirements, the risk associated with landslides in, and adjacent to, the upland portions of the Planning Area can be reduced to less than significant.

The City requires that geotechnical studies be prepared for development projects proposed in areas with identified landslide potential. Recommendations for design and construction of slopes and walls would be provided and implemented during construction to provide adequate stability of project slopes. Conducting such studies in accordance with California Building Code, City requirements, and implementing appropriate geotechnical recommendations will reduce the risk associated with landslides to less than significant.

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area. Impacts evaluated under Threshold of Significance GEO-1 would be less than significant with implementation of applicable policies provided in the General Plan, the Westside Community Plan, relevant specific plans, and other applicable regulatory codes.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant.

GEO-2 Result in substantial soil erosion or the loss of topsoil? (Class III, Not Significant)

Analysis

The native topsoil and alluvial soils in the planning area may be moderately susceptible to erosion. These materials will be particularly prone to erosion during construction or earth moving activities (if any), especially during heavy rains. Fill soils generated during grading and any development may also be subjected to erosion. Temporary erosion control measures are required during construction. Such measures typically include temporary catchment basins and/or sandbagging to control runoff and contain sediment transport on the site. Specific projects proposed for development within the Westside Community Planning Area would be required to comply with the City's requirements to comply with the National Pollution Discharge Elimination System (NPDES) program to control the quantity and quality of runoff. More information regarding the erosion control during construction is provided in **Section 4.8, Hydrology and Water Quality**. In addition, projects would be required to comply with control measures provided in the Ventura County Air Pollution Control District's *Ventura County Air Quality Assessment Guidelines* to minimize the generation of fugitive dust (PM10 and PM2.5) during construction activities. More information regarding the control of fugitive dust during construction is provided in **Section 4.2, Air Quality**. Project-level review will be required for individual projects proposed within the Westside Community Planning area. Implementation of these erosion control measures in accordance with the California Building Code, City, and County requirements would be required and the impact resulting from erosion would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant.

GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (Class III, Not Significant)

Analysis

The native alluvial soils on the site are generally considered to be suitable to support development without adverse effects of settlement, subsidence, slope failures, or other significant geologic hazards, provided proper overexcavation and foundation design, and other appropriate measures are conducted. The City requires that geotechnical studies be prepared for development projects proposed in areas with

identified geotechnical conditions, such as landslide or liquefaction potential. Such studies would be prepared in accordance with California Building Code and City of Ventura requirements and would provide recommendations for grading and construction of planned improvements to include recommendations for overexcavation of potentially compressible soil, wall design, fill placement, paving, and other geotechnical aspects. With the implementation of the recommendations contained in those reports, risks posed by the geologic units would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Implementation of City policies would reduce impacts to Class III, Not Significant.

GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life and property? (Class III, Not Significant)

Analysis

Alluvial soils present in the planning area exhibit expansion potentials that range from low to high. Soils with a medium expansion potential or greater could pose a risk to property. The City requires that geotechnical studies be prepared for proposed development projects to evaluate the potential for expansive soil. If encountered, proposed structures should be constructed in accordance with California Building Code requirements for construction on expansive soils. With adherence to such requirements, the risk posed by expansive soil would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

Geotechnical impacts tend to be site specific rather than cumulative in nature and any development occurring within the City of Ventura would be subject to, at a minimum, uniform site development and

construction standards relative to seismic and other geologic conditions that are prevalent within the region. As the development of future projects would have to be consistent with recommendations contained in each project's preliminary geotechnical investigation report and be designed in accordance with the California Building Code, cumulative impacts associated with known geologic conditions would be less than significant.

Impacts regarding surficial deposits, namely erosion and sediment deposition, can be cumulative in nature within a watershed. Development forecast to occur as the City's General Plan builds out has the potential to impact areas off site including water bodies. However, all future projects would be required to comply with City requirements for the reduction of soils erosion and the County NPDES permit, which would ensure that soil erosion is consistent with natural levels.

No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area. With implementation of applicable policies provided in the General Plan, the Westside Community Plan, relevant specific plans, and other applicable regulatory codes, project impacts would be less than significant. Cumulative impacts would therefore be Class III, Not Significant, and the project's contribution to cumulative impacts would not be cumulatively considerable.

4.6 GREENHOUSE GASES

4.6.1 INTRODUCTION

This section describes the environmental and regulatory setting for greenhouse gas (GHG) emissions, as well as current methods and efforts to evaluate the significance of a project's GHG emissions under the California Environmental Quality Act. This section also identifies relevant plans and policies developed in efforts to reduce GHG emissions. Sources of GHG emissions from the allowed development in the Westside Community Planning Area are identified and discussed and potential emissions are estimated along with mitigation measures to reduce the level of emissions and to reduce potential climate change impacts. Sources utilized in this discussion include the Ventura County Air Pollution Control District (VCAPCD) Ventura County Air Quality Assessment Guidelines *and guidance documents from the California Air Pollution Control Officers Association (CAPCOA). GHG emissions calculations conducted for the project are contained within* ***Appendix 4.6*** *of this environmental impact report (EIR).*

4.6.2 ENVIRONMENTAL SETTING

a. Physical setting

Construction and operation of development within the Westside Community Planning project area would result in emissions of GHGs, which are pollutants that trap heat in the Earth's atmosphere and may alter or change the global climate.

Climate Change and Greenhouse Gas Background

Global climate change refers to any significant change in climate measurements, such as temperature, precipitation, or wind, lasting for an extended period (i.e., decades or longer).[1] Climate change may result from

- natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun;
- natural processes within the climate system (e.g., changes in ocean circulation, reduction in sunlight from the addition of GHG and other gases to the atmosphere from volcanic eruptions); and
- human activities that change the atmosphere's composition (e.g., burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization, desertification).

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1 U.S. Environmental Protection Agency, "Glossary of Climate Change Terms," http://www.epa.gov /climatechange/glossary.html#Climate_change. 2008.

The natural process through which heat is retained in the troposphere[2] is called the greenhouse effect. The greenhouse effect traps heat in the troposphere through a three-fold process as follows: (1) short-wave radiation in the form of visible light emitted by the Sun is absorbed by the Earth as heat; (2) long-wave radiation re-emitted by the Earth; and (3) GHGs in the atmosphere absorbing or trapping the long-wave radiation and re-emitting it back towards the Earth and into space. This third process is the focus of current climate change actions.

While water vapor and carbon dioxide (CO_2) are the most abundant GHG, other trace GHGs have a greater ability to absorb and re-radiate long-wave radiation. To gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-emit long-wave radiation over a specific period. The GWP of a gas is determined using CO_2 as the reference gas with a GWP of 1 over 100 years. For example, a gas with a GWP of 10 is 10 times more potent than CO_2 over 100 years. The use of GWP allows GHG emissions to be reported using CO_2 as a baseline. The sum of each GHG multiplied by its associated GWP is referred to as carbon dioxide equivalents (CO_2e). This essentially means that 1 metric ton of a GHG with a GWP of 10 has the same climate change impacts as 10 metric tons of CO_2.

State law defines GHGs to include the following compounds:[3]

- **Carbon Dioxide (CO_2).** CO_2 is primarily generated from fossil fuel combustion from stationary and mobile sources. CO_2 is the most widely emitted GHG and is the reference gas (GWP of 1) for determining the GWPs of other GHGs.

- **Methane (CH_4).** Methane is emitted from biogenic sources (i.e., resulting from the activity of living organisms), incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The GWP of methane is 21.

- **Nitrous Oxide (N_2O).** Is produced by human-related sources including agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.

- **Hydrofluorocarbons (HFCs).** HFCs typically are used as refrigerants in both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing particularly as the continued phase-out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The GWPs of HFCs ranges from 140 for HFC-152a to 11,700 for HFC-23.

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2 The troposphere is the bottom layer of the atmosphere, which varies in height from the Earth's surface to 10 to 12 kilometers.

3 All Global Warming Potentials are given as 100-year values. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. *Climate Change 1995: The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the Intergovernmental Panel on Climate Change*. Cambridge (UK): Cambridge University Press, 1996.

- **Perfluorocarbons (PFCs).** Perfluorocarbons are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semiconductor manufacturing. Perfluorocarbons are potent GHGs with a Global Warming Potential several thousand times that of carbon dioxide, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years).[4] The GWPs of PFCs range from 5,700 to 11,900.

- **Sulfur Hexafluoride (SF_6).** Sulfur hexafluoride is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. Sulfur hexafluoride has a GWP of 23,900. However, it is not prevalent in the atmosphere (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm] of CO_2).[5]

The primary GHGs of concern relative to the proposed project are CO_2, CH_4, and N_2O. These three GHGs are generally emitted from combustion activities. HFCs are associated with refrigeration and air conditioning and are accounted for in this analysis with respect to motor vehicle air conditioning system leakage. The other GHGs listed above are related to specific industrial uses and not anticipated to be emitted in measurable or substantial quantities by the proposed project.

State of California Greenhouse Gas Emissions Inventory

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. Based on the 2008 GHG inventory data (the latest year for which data are available), California emitted 474 $MMTCO_2e$ ***including*** emissions resulting from imported electrical power in 2008.[6] Based on the CARB inventory data and GHG inventories compiled by the World Resources Institute, California's total statewide GHG emissions rank second in the United States (Texas is number one) with emissions of 417 $MMTCO_2e$ ***excluding*** emissions related to imported electrical power.[7]

The primary contributors to GHG emissions in California are transportation, electric power production from both in-state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities. **Table 4.6-1, GHG Emissions in California**, provides a summary of GHG emissions reported in California in 1990 and 2008 separated by categories defined by the United Nations Intergovernmental Panel on Climate Change (IPCC).

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4 Energy Information Administration, "Other Gases: Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride," http://www.eia.doe.gov/oiaf/1605/gg00rpt/other_gases.html. n.d.

5 U.S. Environmental Protection Agency, "High GWP Gases and Climate Change," http://www epa gov /highgwp/scientific.html#sf6. n.d.

6 California Air Resources Board, "California Greenhouse Gas 2000-2008 Inventory by Scoping Plan Category - Summary," http://www.arb.ca.gov/cc/inventory/data/data.htm. 2010.

7 Ibid.

Table 4.6-1
GHG Emissions in California

Source Category	1990 ($MMTCO_2e$)	Percent of Total	2008 ($MMTCO_2e$)	Percent of Total
ENERGY	**386.41**	**89.2%**	**413.80**	**86.6%**
Energy Industries	157.33	36.3%	171.23	35.8%
Manufacturing Industries & Construction	24.24	5.6%	16.67	3.5%
Transport	150.02	34.6%	173.94	36.4%
Other (Residential/Commercial/Institutional)	48.19	11.1%	46.59	9.8%
Non-Specified	1.38	0.3%	0.00	0.0%
Fugitive Emissions from Oil & Natural Gas	2.94	0.7%	3.28	0.7%
Fugitive Emissions from Other Energy Production	2.31	0.5%	2.09	0.4%
INDUSTRIAL PROCESSES & PRODUCT USE	**18.34**	**4.2%**	**30.11**	**6.3%**
Mineral Industry	4.85	1.1%	5.35	1.1%
Chemical Industry	2.34	0.5%	0.06	0.0%
Non-Energy Products from Fuels & Solvent Use	2.29	0.5%	1.97	0.4%
Electronics Industry	0.59	0.1%	0.80	0.2%
Substitutes for Ozone Depleting Substances	0.04	0.0%	13.89	2.9%
Other Product Manufacture and Use	3.18	0.7%	1.66	0.3%
Other	5.05	1.2%	6.39	1.3%
AGRICULTURE, FORESTRY, & OTHER LAND USE	**19.11**	**4.4%**	**24.42**	**5.1%**
Livestock	11.67	2.7%	16.28	3.4%
Land	0.19	0.0%	0.19	0.0%
Aggregate Sources & Non-CO_2 Sources on Land	7.26	1.7%	7.95	1.7%
WASTE	**9.42**	**2.2%**	**9.41**	**2.0%**
Solid Waste Disposal	6.26	1.4%	6.71	1.4%
Wastewater Treatment & Discharge	3.17	0.7%	2.70	0.6%
EMISSIONS SUMMARY				
Gross California Emissions	433.29		477.74	
Sinks from Forests and Rangelands	-6.69		-3.98	
Net California Emissions	426.60		473.76	

Sources:
[1] *California Air Resources Board, "California Greenhouse Gas 1990–2004 Inventory by IPCC Category - Summary," http://www.arb.ca.gov/cc/inventory/archive/archive.htm. 2010.*
[2] *California Air Resources Board, "California Greenhouse Gas 2000–2008 Inventory by IPCC Category - Summary," http://www.arb.ca.gov/cc/inventory/data/data.htm. 2010.*

Between 1990 and 2008, the population of California grew by approximately 8.1 million (from 29.8 to 37.9 million).[8] This represents an increase of approximately 27.2 percent from 1990 population levels. In addition, the California economy, measured as gross state product, grew from $788 billion in 1990 to $1.8 trillion in 2008 representing an increase of approximately 128 percent (over twice the 1990 gross state product).[9] Despite the population and economic growth, California's net GHG emissions only grew by approximately 11 percent. The California Energy Commission (CEC) attributes the slow rate of growth to the success of California's renewable energy programs and its commitment to clean air and clean energy.[10]

Global Ambient CO_2, CH_4, and N_2O Concentrations

Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of carbon dioxide, methane, and nitrous oxide from before the start of the industrialization, around 1750, to over 650,000 years ago. For that period, it was found that carbon dioxide concentrations ranged from 180 ppm to 300 ppm. For the period from around 1750 to the present, global carbon dioxide concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.[11] Recent values continue this upward trend. Global methane and nitrous oxide concentrations show similar increases for the same period (see **Table 4.6-2, Comparison of Global Pre-Industrial and Current GHG Concentrations**).

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8 U.S. Census Bureau, "Data Finders," http://www.census.gov/. 2009; California Department of Finance, "E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-1008, with 2000 Benchmark," http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2009/. 2010.

9 California Department of Finance, "Financial & Economic Data: Gross Domestic Product, California," http://www.dof.ca.gov/HTML/FS_DATA/LatestEconData/FS_Misc.htm. 2010. Amounts are based on current dollars as of the data of the report (June 2, 2009).

10 California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, (2006).

11 California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, (2006).

Table 4.6-2
Comparison of Global Pre-Industrial and Current GHG Concentrations

Greenhouse Gas	Natural Range for Last 650,000 Years[1] (ppm)	Year 1750 Concentrations (Early Industrial Period)[1] (ppm)	Year 2005 Concentrations[1] (ppm)	Year 2010 Concentrations[2,3] (ppm)
Carbon Dioxide (CO_2)	180 to 300	280	379	390
Methane (CH_4)	0.320 to 0.790	0.715	1.774	1.870/1.745
Nitrous Oxide (N_2O)	0.180 to 0.260	0.270	0.319	0.323/0.322

Sources:
[1] *Intergovernmental Panel on Climate Change, Climate Change 2007: The Physical Science Basis, (2007) 3, 100.*
[2] *Dr. Pieter Tans, National Oceanic and Atmospheric Administration (NOAA)/Earth System Research Laboratory (ESRL), "Trends in Atmospheric Carbon Dioxide," http://www.esrl.noaa.gov/gmd/ccgg/trends. 2011.*
[3] *Carbon Dioxide Information Analysis Center, "Recent Greenhouse Gas Concentrations," http://cdiac.ornl.gov/pns/current_ghg.html. 2011. The first value for CH_4 and N_2O represents Mace Head, Ireland, a mid-latitude Northern-Hemisphere site, and the second value represents Cape Grim, Tasmania, a mid-latitude Southern-Hemisphere site.*

Effects of Global Climate Change

The primary effect of global climate change has been a rise in the average global tropospheric temperature of 0.2° Celsius per decade, determined from meteorological measurements worldwide between 1990 and 2005.[12] Climate change modeling using 2000 emission rates shows that further warming is likely to occur, which would induce further changes in the global climate system during the current century.[13] Changes to the global climate system, ecosystems, and to California could include:

- declining sea ice and mountain snowpack levels, thereby increasing sea levels and sea surface evaporation rates with a corresponding increase in tropospheric water vapor due to the atmosphere's ability to hold more water vapor at higher temperatures;[14]
- rising average global sea levels primarily due to thermal expansion and the melting of glaciers, ice caps, and the Greenland and Antarctic ice sheets;[15]

12 Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf. 2007.
13 Ibid.
14 Ibid.
15 Ibid.

- changing weather patterns, including changes to precipitation, ocean salinity, and wind patterns, and more energetic aspects of extreme weather including droughts, heavy precipitation, heat waves, extreme cold, and the intensity of tropical cyclones;[16]
- declining Sierra snowpack levels, which account for approximately half of the surface water storage in California, by 70 percent to as much as 90 percent over the next 100 years;[17]
- increasing the number of days conducive to ozone formation by 25 to 85 percent (depending on the future temperature scenario) in high ozone areas located in the Southern California area and the San Joaquin Valley by the end of the 21st century;[18]
- increasing the potential for erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Delta and associated levee systems due to the rise in sea level;[19]
- increasing pest infestation making California more susceptible to forest fires;[20] and
- increasing the demand for electricity by 1 to 3 percent by 2020 due to rising temperatures resulting in hundreds of millions of dollars in extra expenditures.[21]

In June 2010, CARB released a report, *Climate Change Impact on Air Quality in California*, which studied how climate change will influence air quality in California through changes to meteorology and emissions.[22] The report analyzed the effect of temperature and other meteorological changes consistent with future predicted meteorological conditions from Global Climate Models (GCMs) on ozone and particulate matter concentrations with a focus on the South Coast Air Basin and the San Joaquin Valley Air Basin. According to the modeling results, by 2050, temperature and other meteorological changes predicted to occur due to a changing climate could increase the number of days with conditions likely to encourage ozone concentrations greater than 90 parts per billion (equal to the state 1-hour average ozone ambient air quality standard) anywhere from 6 to 30 days per year under various GCM scenarios.[23] This climate-change increase is referred to as a climate penalty. The results of the report indicate that warmer future temperatures would require air quality management districts and air pollution control districts to

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16 Intergovernmental Panel on Climate Change, "Climate Change 2007: The Physical Science Basis, Summary for Policymakers," http://ipcc-wg1.ucar.edu/wg1/docs/WG1AR4_SPM_PlenaryApproved.pdf. 2007.

17 California Environmental Protection Agency, Climate Action Team, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, (2006).

18 Ibid.

19 Ibid.

20 Ibid.

21 Ibid.

22 Kleeman, M. J., Chen, S., and Harley, R.A., *Climate Change Impact on Air Quality in California: Report to the California Air Resources Board*, (2010).

23 Ibid., 95.

implement additional emissions control regulations in affected air basins in California to offset the climate penalty, particularly for ozone.

In 2009, the California Natural Resources Agency (CNRA) published the *California Climate Adaptation Strategy*[24] as a response to the Governor's Executive Order S-13-2008. The CNRA report lists specific recommendations for state and local agencies to best adapt to the anticipated risks posed by a changing climate. In accordance with the *California Climate Adaptation Strategy*, the California Energy Commission (CEC) was directed to develop a web site on climate change scenarios and impacts that would be beneficial for local decision makers.[25] The website, known as Cal-Adapt, became operational in 2011.[26] According to the Cal-Adapt website, the project region could result in an average increase in temperature of approximately 6 to 10 percent (about 3.5 to 5.8° Fahrenheit) by 2070-2090, compared to the baseline 1961-1990 period. According to the Cal-Adapt website, this represents a projection of potential future climate scenarios. The data are comprised of the average values from a variety of scenarios and models and are meant to illustrate how the climate may change based on a variety of different potential social and economic factors.

b. Regulatory Framework

Federal

On September 15, 2009, the U.S. EPA and the Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. In 2012, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of CO_2 per mile and 30.1 miles per gallon.[27] By 2016, the vehicles would have to meet an average standard of 250 grams of CO_2 per mile and 35.5 miles per gallon.[28] The final standards were adopted by the U.S. EPA and DOT on April 1, 2010.

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24 California Natural Resources Agency, Climate Action Team, *2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008*, (2009).

25 Ibid., Page 9.

26 The Cal-Adapt website address is: http://cal-adapt.org.

27 U.S. Environmental Protection Agency, "EPA and NHTSA Propose Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks," http://epa.gov/otaq/climate /regulations/420f09047a.htm. 2009.

28 U.S. EPA, "EPA and NHTSA Propose Historic Nation Program," 2009.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

While these findings do not impose additional requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. EPA's proposed GHG emissions standards for light-duty vehicles, as discussed above.

State

The State of California has enacted regulations that target reductions in GHG emissions. The major regulations, policies, and legislation are provided below in approximate chronological order.

Title 24 Building Standards Code

The CEC first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality."[29] The CALGreen Code is not intended to substitute for or be identified as meeting the certification

[29] California Building Standards Commission, 2008 California Green Building Standards Code, (2009) 3.

requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Part 11 of the Title 24 Building Standards Code became effective on January 1, 2011. Unless otherwise noted in the regulation, all newly constructed buildings in California are subject to the requirements of the CALGreen Code.

Renewables Portfolio Standard

In 2002, Senate Bill 1078 (SB 1078, Sher) established California's Renewables Portfolio Standard (RPS) which requires investor-owned utilities, such as Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric, to increase energy production from renewable sources by 1 percent per year, up to a minimum of 20 percent of total energy generation by 2017. SB 107 (Simitian), signed by the Governor on September 26, 2008, accelerated the Renewable Portfolio Standard by requiring investor-owned utilities to meet the 20 percent target by 2010.

On September 15, 2009, the Governor issued Executive Order S-21-0911 requiring CARB, under its AB 32 authority, to adopt regulations to meet a 33 percent RPS target by 2020. The CARB regulations would use a phased-in or tiered requirement to increase the amount of electricity from eligible renewable sources over an eight-year period beginning in 2012. CARB adopted the regulation in September 2010. In March 2011, the Legislature passed SB X1-2, which was signed into law by the Governor. SB X1-2 requires utilities to procure renewable energy products equal to 33 percent of retail sales by December 31, 2020 and also established interim targets: 20 percent by December 31, 2013 and 25 percent by December 31, 2016. SB X1-2 also includes publicly owned utilities in California.

Assembly Bill 1493

Assembly Bill 1493 (AB 1493, Pavley) was enacted on July 22, 2002 to reduce CO_2 emissions from the transportation sector. Under AB 1493, CARB set GHG emission standards for passenger vehicles, light-duty trucks, and other vehicles whose primary use is noncommercial personal transportation. The standards were adopted in September 2004 and were to be phased in during the 2009 through 2016 model years. However, before the regulation could go into effect, the U.S. EPA had to grant California a waiver under the federal CAA, which ordinarily preempts state regulation of motor vehicle emission standards. The U.S. EPA did not issue the waiver until June 30, 2009.

On September 15, 2009, the U.S. EPA and the Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles. The proposed standards would be phased in and would require passenger cars and light-duty trucks to comply with a declining CO_2

emissions standard. In 2012, passenger cars and light-duty trucks would have to meet an average emissions standard of 295 grams of CO_2 per mile and 30.1 miles per gallon.[30] By 2016, the vehicles would have to meet an average standard of 250 grams of CO_2 per mile and 35.5 miles per gallon.[31] These standards were formally adopted by the U.S. EPA and DOT on April 1, 2010. In light of the U.S. EPA and NHTSA standards, California—and states adopting California emissions standards—have agreed to defer to the proposed national standard through model year 2016. The 2016 endpoint of the federal and state standards is similar, although the federal standard ramps up slightly more slowly than required under the state standard. The state standards (called the Pavley standards) require additional reductions in CO_2 emissions beyond 2016 (referred to as Pavley Phase II standards), which have not yet been adopted.

Executive Order S-3-05 and the Climate Action Team

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The Secretary of California Environmental Protection Agency (CalEPA) is required to coordinate efforts of various agencies in order to collectively and efficiently reduce GHGs. Some of the agency representatives involved in the GHG reduction plan include the Secretary of the Business, Transportation, and Housing Agency, the Secretary of the Department of Food and Agriculture, the Secretary of the Resources Agency, the Chairperson of CARB, the Chairperson of the CEC, and the President of the Public Utilities Commission. Representatives from these agencies comprise the Climate Action Team.

Assembly Bill 32

To further the goals established in Executive Order S-3-05, the Legislature enacted Assembly Bill 32 (AB 32, Nuñez and Pavley), the California Global Warming Solutions Act of 2006, which was signed into law on September 27, 2006. AB 32 represents the first enforceable statewide program to limit GHG emissions from all major industries with penalties for noncompliance. AB 32 requires the state to undertake several actions – the major requirements are discussed below.

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30 U.S. Environmental Protection Agency, "EPA and NHTSA Propose Historic National Program to Reduce Greenhouse Gases and Improve Fuel Economy for Cars and Trucks," http://epa.gov/otaq/climate /regulations/420f09047a.htm. 2009.

31 U.S. EPA, "EPA and NHTSA Propose Historic Nation Program," 2009.

CARB Early Action Measures

CARB is responsible for carrying out and developing the programs and requirements necessary to achieve the goals of AB 32—the reduction of California's GHG emissions to 1990 levels by 2020. The first action under AB 32 resulted in CARB's adoption of a report listing three specific early action greenhouse gas emission reduction measures on June 21, 2007. On October 25, 2007, CARB approved an additional six early action GHG reduction measures under AB 32. CARB has adopted regulations for all early action measures. The original three adopted early action regulations meeting the narrow legal definition of "discrete early action GHG reduction measures" include:

- A low-carbon fuel standard to reduce the "carbon intensity" of California fuels;
- Reduction of refrigerant losses from motor vehicle air conditioning system maintenance to restrict the sale of "do-it-yourself" automotive refrigerants; and
- Increased methane capture from landfills to require broader use of state-of-the-art methane capture technologies.

The additional six early action regulations adopted on October 25, 2007, also meeting the narrow legal definition of "discrete early action GHG reduction measures," include:

- Reduction of aerodynamic drag, and thereby fuel consumption, from existing trucks and trailers through retrofit technology;
- Reduction of auxiliary engine emissions of docked ships by requiring port electrification;
- Reduction of perfluorocarbons from the semiconductor industry;
- Reduction of propellants in consumer products (e.g., aerosols, tire inflators, and dust removal products);
- Require that all tune-up, smog check and oil change mechanics ensure proper tire inflation as part of overall service in order to maintain fuel efficiency; and
- Restriction on the use of sulfur hexafluoride (SF_6) from non-electricity sectors if viable alternatives are available.

State of California 1990 Greenhouse Gas Inventory

As required under AB 32, on December 6, 2007, CARB approved the 1990 greenhouse gas emissions inventory, thereby establishing the emissions limit for 2020. The 2020 emissions limit was set at 427 $MMTCO_2e$. The inventory revealed that in 1990 transportation, with 35 percent of the state's total emissions, was the largest single sector generating carbon dioxide, followed by industrial emissions, 24

percent; imported electricity, 14 percent; in-state electricity generation, 11 percent; residential use, 7 percent; agriculture, 5 percent; commercial uses, 3 percent; and forestry emissions (excluding sinks) less than 1 percent. These figures represent the 1990 values. AB 32 does not require individual sectors to meet their individual 1990 GHG emissions inventory; the total statewide emissions are required to meet the 1990 threshold by 2020.

Climate Change Scoping Plan

As indicated above, AB 32 requires CARB to adopt a scoping plan indicating how reductions in significant GHG sources will be achieved through regulations, market mechanisms, and other actions. CARB released the *Climate Change Scoping Plan* in October 2008, which contained an outline of the proposed state strategies to achieve the 2020 GHG emission limits. The CARB Governing Board approved the *Climate Change Scoping Plan* on December 11, 2008. The *Climate Change Scoping Plan* indicates how emissions reductions will be achieved from significant sources of GHGs via regulations, market mechanism, and other actions. The *Climate Change Scoping Plan* identifies 18 recommended strategies the state should implement to achieve AB 32. CARB has identified ongoing programs and has adopted regulations for a number of individual measures to reduce GHG emissions in accordance with the *Climate Change Scoping Plan* strategies. CARB will continue to draft additional rule language, conduct public workshops and rulemaking procedures through 2011, and is scheduled to finalize regulations by January 1, 2012.

Key elements of the *Climate Change Scoping Plan* include the following recommendations:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation.

Under the *Climate Change Scoping Plan*, approximately 85 percent of the state's emissions are subject to a cap-and-trade program where covered sectors are placed under a declining emissions cap. The emissions cap incorporates a margin of safety whereby the 2020 emissions limit will still be achieved even in the event that uncapped sectors do not fully meet their anticipated emission reductions. Emissions reductions will be achieved through regulatory requirements and the option to reduce emissions further or purchase allowances to cover compliance obligations. It is expected that emission reductions from the cap-and-trade program will account for a significant portion of the reductions required by AB 32.

Executive Order S-1-07

On January 18, 2007, California set a new Low Carbon Fuel Standard (LCFS) for transportation fuels sold within the state. Executive Order S-1-07 sets a declining standard for GHG emissions measured in CO_2-equivalent grams per unit of fuel energy sold in California. The target of the LCFS is to reduce the carbon intensity of California passenger vehicle fuels by at least 10 percent by 2020. The LCFS will apply to refiners, blenders, producers, and importers of transportation fuels and will use market-based mechanisms to allow these providers to choose how they reduce emissions during the fuel cycle using the most economically feasible methods. CARB identified the LCSF as an early action item under AB 32 and the final regulation was adopted on April 23, 2009.

Senate Bill 375

The California Legislature passed SB 375 (Steinberg) on September 1, 2008. SB 375 requires CARB, working in consultation with the metropolitan planning organizations (MPOs), to set regional greenhouse gas reduction targets for the automobile and light truck sector for 2020 and 2035. The target must then be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., General Plan) are not required to be consistent with either the RTP or SCS.

On August 9, 2010, CARB staff issued the *Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant To Senate Bill 375*.[32] CARB staff proposed draft per capita reduction targets for the four largest MPOs (Bay Area, Sacramento, Southern California, and San Diego) of 7 to 8 percent for 2020 and reduction targets between 13 to 16 percent for 2035. For the Southern California

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32 California Air Resources Board (CARB), *Staff Report: Proposed Regional Greenhouse Gas Emission Reduction Targets For Automobiles And Light Trucks Pursuant To Senate Bill 375*, (2010).

Association of Governments (SCAG), which is the MPO for the region in which the proposed project is located, CARB established a draft per capita reduction target of 8 percent for 2020 and 13 percent for 2035. Of note, the proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the low carbon fuel standard regulations. CARB adopted the final targets (the same targets as the proposed draft targets) on September 23, 2010.

City

General Plan

The City's 2005 General Plan sets forth the City's goals and policies for development. The *Our Healthy and Safe Community* chapter sets forth the City's goals and policies with respect to air quality. Several of these goals and policies are also related to GHG emissions. The following goals, policies, and actions from the General Plan would apply to GHG emissions from the proposed project:

Goal — Build effective community partnerships that protect and improve the social well-being and security of all our citizens.

Policy 7D — Minimize exposure to air pollution and hazardous substances.

Action 7.21 — Require analysis of individual development projects in accordance with the most current version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines and, when significant impacts are identified, require implementation of air pollutant mitigation measures determined to be feasible at the time of project approval.

Action 7.22 — In accordance with Ordinance 93-37, require payment of fees to fund regional transportation demand management (TDM) programs for all projects generating emissions in excess of Ventura County Air Pollution Control District adopted levels.

Action 7.23 — Require individual contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines.

The City's 2005 General Plan sets forth transportation-related goals, policies, and actions that are designed to partially alleviate increases in traffic and energy consumption, and associated increases in GHG emissions. Examples of these goals, policies, and actions include:

Goal — Provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian, and transit opportunities in the City and surrounding region.

Policy 4A — Ensure that the transportation system is safe and easily accessible to all travelers.

Action 4.3 — Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.

Action 4.4 — Combine education with enforcement to encourage safe and courteous use of the shared public roadway.

Action 4.5 — Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.

Action 4.6 — Require new development to be designed with interconnected transportation modes and routes to complete a grid network.

Action 4.8 — Implement the City's Neighborhood Traffic Management Program and update as necessary to improve livability in residential areas.

Action 4.9 — Identify, designate, and enforce truck routes to minimize the impact of truck traffic on residential neighborhoods.

Action 4.10 — Modify traffic signal timing to ensure safety and minimize delay for all users.

Action 4.11 — Refine level of service standards to encourage use of alternative modes of transportation while meeting state and regional mandates.

Action 4.12 Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.

Policy 4B Help reduce dependence on the automobile.

Action 4.14 Provide development incentives to encourage projects that reduce automobile trips.

Action 4.15 Encourage the placement of facilities that house or serve elderly, disabled, or socioeconomically disadvantaged persons in areas with existing public transportation services and pedestrian and bicycle amenities.

Action 4.16 Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.

Action 4.17 Prepare and periodically update a Mobility Plan that integrates a variety of travel alternatives to minimize reliance on any single mode of transportation.

Action 4.18 Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.

Action 4.19 Adopt new development code provisions that establish vehicle trip reduction requirements for all development.

Action 4.20 Develop a transportation demand management program to shift travel behavior toward alternative modes and services.

Action 4.21 Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.

Action 4.22 Update the General Bikeway Plan as needed to encourage bicycle use as a viable transportation alternative to the automobile and include the bikeway plan as part of a new Mobility Plan.

Action 4.23 Upgrade and add bicycle lanes when conducting roadway maintenance as feasible.

Action 4.24 Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.

Action 4.25 Adopt new development code provisions that require the construction of sidewalks in all future projects.

Action 4.27 Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area, and for adequate internal circulation within and between neighborhoods. Require new developments in the North Avenue area, where applicable, to extend Norway Drive and Floral Drive to connect to Canada Larga Road; and connect the existing segments of Floral Drive. Designate the extension of Cedar Street between Warner Street and south of Franklin Lane and the linking of the Cameron Street segments in the Westside community as high priority projects.

Policy 4C Increase transit efficiency and options.

Action 4.28 Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.

Action 4.29 Develop incentives to encourage City employees and local employers to use transit, rideshare, walk, or bike.

Action 4.30 Work with public transit agencies to provide information to riders at transit stops, libraries, lodging, and event facilities.

Action 4.31	Work with public and private transit providers to enhance public transit service.
Action 4.32	Coordinate with public transit systems for the provision of additional routes as demand and funding allow.
Action 4.33	Work with Amtrak, Metrolink, and Union Pacific to maximize efficiency of passenger and freight rail service to the City and to integrate and coordinate passenger rail service with other transportation modes.
Action 4.34	Lobby for additional transportation funding and changes to federal, state, and regional transportation policy that support local decision making.
Action 4.35	The City shall pursue funding and site location for a multi-modal transit facility in coordination with VCTC, SCAT, U.P.R.R., Metrolink, Greyhound Bus Lines, and other forms of transportation.

Bicycle Master Plan

The Ventura Bicycle Master Plan was adopted on May 2, 2011 and is the primary planning tool that represents the 20-year long-range bicycle plan for the City. The purpose of the Bicycle Master Plan is to recommend bicycle facility, program, and policy-oriented improvements that will best serve the community based on an assessment of existing conditions and the desires of the City's residents. Refer to **Section 4.13, Transportation and Circulation**, for additional details regarding the Ventura Bicycle Master Plan.

4.6.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section VII, Greenhouse Gas Emissions, a project may have a significant impact related to Greenhouse Gas Emissions if it would:

VII.a Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

VII.b Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses.

The *State 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. Significance thresholds, quantitative or otherwise have not been adopted by the Ventura County Air Pollution Control District (VCAPCD) or the City of Ventura. CAPCOA's *CEQA and Climate Change* white paper[33] discusses three possible approaches to evaluating the significance of GHG emissions; however, CAPCOA does not endorse any particular approach. The three alternative significance approaches are (1) not establishing a significance threshold for GHG emissions; (2) setting the GHG emission threshold at zero; and (3) setting the GHG emission threshold at some non-zero level. The white paper evaluates potential considerations and pitfalls associated with the three approaches.

State CEQA Guidelines Section 15064.4 expressly provides that a "lead agency shall have discretion to determine, in the context of a particular project," whether to "[u]se a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use." A lead agency also has discretion under the *State CEQA Guidelines* to "[r]ely on a qualitative analysis or [quantitative] performance based standards." A number of significance thresholds have been adopted or are in the process of being developed in other regions of the state. Furthermore, *State CEQA Guidelines* Section 15130(a) recognizes that there may be a point where a project's contribution, although above zero, would not be a considerable contribution to the cumulative impact. Therefore, a threshold of greater than zero is considered more appropriate for the analysis of the proposed project's GHG emissions under CEQA.

The CAPCOA white paper describes a "tiered" approach for setting the GHG emission threshold at some non-zero level. Under this "tiered" approach, a lead agency would "establish different levels at which to determine if a project would have a significant impact." For a regional plan, such as this proposed project, the plan should demonstrate that it is in compliance with the general emissions reduction target in AB 32:

- Plan demonstrates that projected 2020 emissions will be equal to or less than 1990 emissions.
- Plans are expected to fully document 1990 and 2020 GHG emission inventories.

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33 California Air Pollution Control Officers Association, *CEQA and Climate Change*, (2008).

- Projection of 2020 emissions is complicated by the fact that CARB is expected to promulgate emission reductions in the short term. Until explicit CARB regulations are in place, unmitigated GP 2020 emission inventories represent business-as-usual scenarios.
- EIRs for plans that demonstrate 2020 mitigated emissions are less than or equal to 1990 emissions are considered less than significant.

The neighboring South Coast Air Quality Management District (SCAQMD) has convened a GHG CEQA Significance Threshold Working Group, the goal of which is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that would be utilized on an interim basis until CARB (or some other state agency) develops statewide guidance on assessing the significance of GHG emissions under CEQA. In September 2010, the Working Group announced its most recent iteration of the draft thresholds, which recommended plan-level efficiency targets of 6.6 metric tons of carbon dioxide equivalents per year ($MTCO_2e$/yr) per service population as a 2020 target and 4.1 $MTCO_2e$/yr per service population as a 2035 target.[34] Service population is the sum of residential and employee populations. While the proposed project is not located in an area under the jurisdiction of the SCAQMD, this threshold provides another option for measuring the significance of the project with respect to GHG emissions.

The City of Ventura has not adopted a plan, policy, or regulation for the purpose of reducing the emissions of GHGs to a level that would be considered less than significant under CEQA. However, in August 2010, CAPCOA released a resource document for lead agencies to use to estimate GHG emission reductions from various mitigation measures.[35] This resources document provides information on mitigation measures targeting the major sources of GHG emissions from local land use development including energy, transportation, water, landscaping equipment, solid waste, vegetation, construction, and other miscellaneous sources. A consistency analysis with the applicable measures is provided to assess the project's consistency with these GHG reduction measures.

Based upon Appendix G of the State *CEQA Guidelines* under Section VII, Greenhouse Gas Emissions, and the CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures, (2010)*, the following significance thresholds are used to evaluate impacts related to GHG Emissions.

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34 South Coast Air Quality Management District, "Greenhouse Gases (GHG) CEQA Significance Thresholds Working Group Meeting #15," http://www.aqmd.gov/ceqa/handbook/GHG/2010/sept28mtg/sept29.html. 2010.

35 California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*, (2010).

GHG-1 Would the project generate greenhouse gas emissions, either directly or indirectly, that conflict with the emission reduction target adopted under AB 32 or exceed 6.6 $MTCO_2e$/yr per service population in 2020 target and/or 4.1 $MTCO_2e$/yr per service population in 2035?

GHG-2 Would the project conflict with applicable GHG reduction measures in CAPCOA's resource document for local governments, *Quantifying Greenhouse Gas Mitigation Measures*?

b. Methodology

The data sources and tools used to evaluate the GHG impacts associated with construction and operation of the land uses proposed in the Westside Community Planning Area include the California Emissions Estimator Model (CalEEMod),[36] which was used to analyze the proposed project emissions during construction and operation. CalEEMod is a program that calculates air emissions from land use sources and incorporates CARB's EMFAC2007 model for on-road vehicle emissions and the OFFROAD2007 model for off-road vehicle emissions. CalEEMod also utilizes data from the CEC, IPCC, CARB, U.S. EPA, and guidance prepared by CAPCOA.[37] During project construction, the model can analyze emissions that occur during different phases, such as building construction and architectural coating, concurrently or separately. Site-specific or project-specific data were used in the CalEEMod model where available. Additionally, some elements of this analysis are based on data provided in other sections of this EIR; for example, trip generation rates are based on the traffic impact analysis prepared for this project (refer to **Section 4.13, Transportation and Circulation**). Additional sources were relied upon, as referenced. Emission calculations conducted for the proposed project are contained in **Appendix 4.6**

c. Analysis, Mitigation Measures, and Residual Impacts

GHG-1 Would the project generate greenhouse gas emissions, either directly or indirectly, that conflict with the emission reduction target adopted under AB 32 or exceed 6.6 $MTCO_2e$/yr per service population in 2020 target and/or 4.1 $MTCO_2e$/yr per service population in 2035? (Class II, Significant but Mitigable)

The Westside Community Plan contains goals, policies, and actions related to GHG emissions. These are identified in the analysis below, where appropriate.

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36 ENVIRON, "CalEEMod, Version 2011.1.1," http://www.caleemod.com/.

37 California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, (2010). The document may be downloaded from the following website: http://www.capcoa.org/.

Analysis

The land uses permitted in the Westside Community Planning Area include 1,415 new dwelling units, 100,641 square feet of retail, 163,450 square feet of office, and 77,000 square feet of industrial over existing conditions. Development of these land uses in the Westside Community Planning Area would occur as individual projects are proposed and approved. No specific developments are proposed or analyzed at the project-level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. It is estimated that these land uses would be developed by 2025. Development of these uses would result in construction and operational GHG emissions, both directly and indirectly. The construction and operational GHG emissions are discussed below.

Construction Emissions

Construction activity that would result from the allowed development in the Westside Community Planning Area would result in one-time GHG emissions – that is, the GHG emissions would not be ongoing but would only occur during construction activity. Construction GHG emissions would primarily result from the combustion of fossil fuels from heavy-duty construction equipment and from construction worker vehicles. The manufacture of construction materials used by the project would indirectly contribute to GHG emissions (upstream emission source). Upstream emissions are emissions that are generated during the manufacture of products used for construction (e.g., cement, steel, and transport of materials to the region). The upstream GHG emissions for this project are not estimated because they are not within the control of the City of Ventura and would require speculation as the necessary data to quantify such upstream emissions are not known or available.

The primary GHG emissions during construction are CO_2, CH_4, and N_2O. The other GHGs defined by state law (hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) are typically associated with specific industrial sources and processes and would not be emitted during construction of the proposed project. The CalEEMod model was used to estimate the construction-related GHG emissions. The emissions were calculated assuming buildout of all of the allowed land uses in the Westside Community Planning Area.

The estimated construction-related GHG emissions are provided in **Table 4.6-3, Estimated Construction GHG Emissions**. Construction GHG emissions would occur only when construction activities are underway. However, it is common practice to amortize construction-related GHG emissions over the project's lifetime in order to include these emissions as part of a project's amortized lifetime total emissions so that GHG reduction measures will address construction GHG emissions as part of the

operational GHG reduction strategies. The SCAQMD's Draft GHG CEQA Guidance recommends using 30 years as a project lifetime. Therefore, the construction GHG emissions have been amortized over a 30-year period and included in the amortized operational total discussed in the next section.

Table 4.6-3
Estimated Construction GHG Emissions

Construction	GHG Emissions (Metric Tons CO_2e/year)
Total GHG Emissions	13,647
Amortized GHG Emissions[1]	455

Source: Impact Sciences, Inc. Emissions calculations are provided in ***Appendix 4.6****.*

[1] *Amortized GHG emissions are calculated by dividing the total construction GHG emissions over a recommended project lifetime of 30 years.*

Operational Emissions

The land uses that would be allowed in the Westside Community Planning Area are anticipated to be operational by 2025. At full buildout, the project would result in ongoing annual GHG emissions. The direct emissions, primarily CO_2, CH_4, and N_2O, are the result of fossil fuel combustion from area sources (e.g., building heating systems, landscaping equipment) and motor vehicles. Building and motor vehicle air conditioning systems may use HFCs (and HCFCs and CFCs to the extent that they have not been completely phased out at later dates). CalEEMod includes these emissions for motor vehicles. It should be noted that CARB has drafted a proposed "Regulation for Management of High Global Warming Potential Refrigerants" that would reduce emissions of these refrigerants from stationary refrigeration and air-conditioning systems by requiring persons subject to the rule to reclaim, recover, or recycle refrigerant and to properly repair or replace faulty refrigeration and air conditioning equipment.[38] Area source emissions were calculated using default assumptions in CalEEMod for the following land use types: mid-rise apartments, regional shopping center, office park, and general light industrial. Mobile source emissions were calculated using CalEEMod, based on the Institute of Transportation and Engineering 8th Edition trip generation rates.[39]

The Westside Community Plan would implement goals, policies, and actions designed to partially alleviate increases in traffic and energy consumption, and associated increases in air pollutant emissions. Examples of these goals and policies are contained in the *Our Accessible Community* element of the

[38] California Air Resources Board, "Stationary Equipment Refrigerant Management Program," http://www.arb.ca.gov/cc/reftrack/reftrack.htm. 2009. This regulation is an early action measure under AB 32.

[39] Institute of Transportation and Engineering, *ITE Trip Generation Rates – 8th Edition*, 2008.

Westside Community Plan, which includes goals and policies that would improve infrastructure for alternative modes of transportation, reduce dependence on the automobile, and provide parking improvements:

Goal — Encourage various modes of travel by providing infrastructure for buses, bikes, and pedestrians as well as cars and improved connections from the Ventura River Trail to neighborhoods to the hillsides.

Goal — Improve parking along Ventura Avenue for commercial business customers.

Policy 12 Q — Improve roadway design along Ventura Avenue to enhance pedestrian safety, facilitate safe crossing of pedestrians and bicyclists, and improve parking. Ensure that the Westside circulation system is interconnected and usable by all modes of transportation.

Action 12.4.1 — Develop street standards that emphasize the safe and efficient movement of vehicles, pedestrian safety, streetscapes, and compatibility with adjoining urban features and incorporate naturalistic 'green street' design elements into the streetscapes. Action implemented through Regulating Code.

Action 12.4.2 — Where appropriate, reinstate the Neighborhood Traffic Management program and consider implementation on a block-by-block or neighborhood-by-neighborhood basis to slow traffic through residential neighborhoods.

Action 12.4.3 — Extend Stanley Avenue to Cedar Street and extend Cedar Street to Mohawk Avenue.

Action 12.4.4 — City Public Works will utilize tools such as improved signage, signalization, and curb extensions to provide improved bicycle and pedestrian safety crossings across Ventura Avenue at locations such as Vince, Warner, McFarland, and DeAnza when funding is available.

Action 12.4.5 — Consider restricting commercial truck loading along Ventura Avenue to ensure parking for customers and facilitate pedestrian and bicycle mobility.

Policy 12 R Improve bike and pedestrian connections to the Ventura River Trail and through the neighborhoods.

Action 12.4.7 Develop a bicycle and pedestrian accessible extension of Olive Street from Stanley Avenue to Shoshone Street.

Action 12.4.8 Develop connections from the regional Ventura River Trail bike trail to adjoining neighborhoods consistent with the Bicycle Master Plan and explore connections at Simpson Street and Riverside Drive among other potential locations.

Action 12.4.9 Develop bicycle/pedestrian boulevards along Cameron Street, Vince Street, Simpson Street, and Park Row to facilitate east-west mobility and improve access to the Ventura River Trail.

Action 12.4.10 Connect portions of Cedar Street for multi-modal access, including bicycles, pedestrians, and automobiles.

Action 12.4.11 Integrate bicycle trails into the Westside Community to serve both as transportation corridors and as recreational amenities.

Policy 12 S Develop an access strategy connecting the Westside Community to the hillsides along Cedar Street.

Action 12.4.13 Where the hillside has been stabilized, develop a workplan to connect Westside residents to Grant Park by creating pedestrian trails where possible and where elevation grades will permit along Cedar Street corridor.

Policy 12 T Enhance the mobility grid network through new and existing alleys.

Action 12.4.14 Develop a long-range master Westside Community circulation plan for alleys and streets to establish the urban form to guide future redevelopment.

Action 12.4.15 Identify blocks in the lower Westside planning area likely to experience future redevelopment and most suitable for creation of alley structure to provide connectivity within neighborhoods;

include this as development standard in the Development Code. Action implemented through Regulating Code.

Action 12.4.16 Reconnect existing alleys to link portions of neighborhoods to Ventura Avenue.

Policy 12 U Reduce dependence on the automobile in the Westside Community.

Action 12.4.17 Prepare a Westside Parking Study to assess supply and demand and recommend revised parking standards for the Westside Community. (Note: The Westside Parking Study was completed in August 2011 and identifies the parking supply and demand within the project area. The Westside Parking Study includes recommendations to meet the optimal amount of parking while reducing traffic congestion, encouraging alternate transportation and accommodating new development and a variety of land uses.)

Action 12.4.18 Provide for shared parking and transportation improvements.

Action 12.4.19 Require all new development to contribute toward a Transportation Demand Management (TDM) fund to be used to develop community, City, and regional transportation programs that reduce transportation-related air pollutants.

Action 12.4.20 Facilitate the establishment of a Westside car-sharing service by preparing a feasibility study when funding is available, such as from the TDM fund.

Action 12.4.21 Require all new development and existing development, where feasible, to provide bike racks that meet League of American Bicyclists standards for public use and bike lockers and shower facilities for employee use. Action implemented through Regulating Code.

Policy 12 V Westside Community public transit and transportation options.

Action 12.4.22 In consultation with VCTC/Gold Coast Transit, complete a long-range transit study to establish Westside Community transit needs and identify viable long-term funding mechanisms.

Action 12.4.23 Subject to available long-term funding, establish secondary transit circulation on Olive Avenue and other streets as needed to facilitate access to primary transit trunk lines along Ventura Avenue.

Action 12.4.24 Coordinate with VCTC/Gold Coast Transit to relocate transit stops to areas subject to the most intense urban centers as designated in the Regulating Code.

New Policy XX: Restore and enhance connection to the local beach.

New Action 12.4.XX: Create a safe and attractive pedestrian and bicycle crossing at Olive Street and the Stanley Ave/Highway 33 off ramp as specified in the Bicycle Master Plan.

New Action 12.4.XX: Create a safe and attractive extension of the southern end of the Ventura Rive Bicycle Path at Rex St, so it crosses the Highway 33 on/off ramp as specified in the Bicycle Master Plan.

The Westside Community Plan goals, policies, and actions would result in transportation enhancements necessary to improve mobility and reduce vehicle miles traveled (VMT) in the Westside Community Planning Area. Along Ventura Avenue, the corridor would be designed as a place where pedestrian mobility is the preferred and necessary mode to activate the public realm and invigorate the corridor. Public transit options that provide safe linkages from the neighborhoods to the Ventura Avenue transit trunk lines would be necessary to maintain accessibility for residents from their home to the commercial corridor or places of work. Within neighborhoods, the Westside Community Plan calls for providing improvements and linkages to bicycle facilities and calls for connections in the street grid where blockages inhibit mobility.

Research indicates that infill development reduces VMT and associated air pollutant emissions as compared to development on sites at the periphery of metropolitan areas, also known as "greenfield" sites. For example, a 1999 simulation study conducted for the U.S. EPA comparing infill development to greenfield development found that infill development results in substantially fewer VMT per capita and

generates fewer emissions of most air pollutants and GHGs. The findings of this study are provided in **Table 4.2-3** in **Section 4.2, Air Quality**. CAPCOA has provided a resources document for local governments to assess emission reductions from various types of land use planning and development mitigation measures.[40] According to CAPCOA, increasing density would reduce VMT and associated air pollutant emissions by as much as 30 percent.[41] The potential for reductions are based on changes in densities compared to the typical suburban residential and employment densities in North America, referred to as "Institute of Transportation Engineers (ITE) densities." These densities are used as a baseline to mirror those densities reflected in the ITE Trip Generation Manual, which is the baseline method for determining VMT. The reduction in VMT from the project's features (increased density; increased diversity; improved destination accessibility; and improved pedestrian network) were taken into account in CalEEMod.

The proposed project would also result in indirect GHG emissions due to the electricity demand. The emission factor for CO_2 due to electrical demand from Southern California Edison, the electrical utility that serves the Westside Community Planning Area, was selected in the CalEEMod model. Emission factors for CO_2 are based on CARB's Local Government Operations Protocol.[42] Emission factors for CH_4 and N_2O are based on U.S. EPA E-Grid values.[43] 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 electricity and the relative carbon intensities of these sources, and include natural gas, coal, nuclear, large hydroelectric, and other renewable sources of energy. Electricity consumption was based on default CalEEMod data for the proposed land uses. In addition to electrical demand, the project would also result in indirect GHG emissions due to water consumption, wastewater treatment, and solid waste generation. 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.[44] The default CalEEMod assumptions were used for GHG emissions from water consumption, wastewater production, and solid waste generation. In 2006, the most recent year for which information is available, the City diverted 70 percent of its solid waste from landfills as part of its

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40 California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*, (2010).

41 Ibid., p. 155. See discussion for mitigation measure LUT-1.

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

43 U.S. Environmental Protection Agency, "E-Grid," http://www.epa.gov/cleanenergy/energy-resources/egrid/index.html. nd.

44 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.

compliance with the requirements of AB 939.[45] Therefore, a solid waste diversion rate of 70 percent was applied in CalEEMod.

A summary of the operational emissions at full buildout of the maximum potential development in the Westside Community Planning Area is provided in **Table 4.6-4, Estimated Operational GHG Emissions**. Detailed emission calculations are provided in **Appendix 4.6**.

Table 4.6-4
Estimated Operational GHG Emissions

Emission Source	GHG Emissions (Metric Tons CO_2e/year)
Amortized Construction	455
Area Sources	18
Energy	4,160
Mobile Sources	12,163
Waste	736
Water	2,646
Total	**20,178**
GHG Emissions Per Service Population	**4.22**
Draft Plan-Level 2020 Threshold	**6.6**
Exceeds Draft Plan-Level 2020 Threshold?	**NO**
Draft Plan-Level 2035 Threshold	**4.1**
Exceeds Draft Plan-Level 2035 Threshold?	**YES**

*Source: Impact Sciences, Inc. Emission calculations are provided in **Appendix 4.6**.*
Note: Totals in table may not appear to add exactly due to rounding.

As shown in **Table 4.6-4**, development of the allowed land uses in the Westside Community Planning Area would not exceed the draft plan-level 2020 thresholds, but would exceed the draft plan-level 2035 threshold. However, it is clear that the project would be on a trajectory to meet the draft plan-level 2035 threshold given that future GHG reductions from motor vehicles and energy are anticipated in California due to future regulations that are anticipated to be in effect by 2035. Nonetheless, as these regulations are only anticipated at this time, the impact is considered potentially significant and mitigation measures are recommended to reduce the project's GHG emissions to a less than significant level.

45 CalRecycle, "Jurisdiction Diversion and Disposal Profile: California Waste Stream Profiles," http://www.calrecycle.ca.gov/profiles/Juris/JurProfile2.asp?RG=C&JURID=430&JUR=San+Buenaventura.

Mitigation Measures

The following mitigation measures shall be implemented to reduce GHG impacts to a less than significant level:

MM GHG-1 Westside Community Planning Area developers shall be required to reduce GHG emissions by implementing the following measures:

- All land uses shall be required to implement CAPCOA Level 1 mitigation measures. Level 1 measures include the following:
  - Bicycle parking for multi-family residential, office, and retail uses;
  - Transit stops for planned routes;
  - Energy Star roofs;
  - Energy Star appliances;
  - Title 24 compliance;
  - Water use efficiency measures.
- Residential land uses shall be required to provide and install certified Energy Star appliances or similarly rated energy-efficient appliances.
- Residential and commercial land uses shall be required to provide and install low-flow toilets and low-flow showers.

Section 4.2, Air Quality, includes the following mitigation measure that would reduce criteria air pollutant emissions and would have co-benefits of reducing operational GHG emissions from motor vehicles:

MM AQ-1 The VCAPCD *Ventura County Air Pollution Control District Air Quality Assessment Guidelines* recommends that all development projects with significant air quality impacts fully mitigate excess emissions through funding measures for at least three years. The VCAPCD guidelines provide an updated cost of $7.05 for ROG and $10.27 for NO_X (January 2011 Consumer Price Index (CPI) at 228.652), for every pound in excess of VCAPCD thresholds. Westside Community Planning Area developers shall contribute to a Transportation Demand Management (TDM) fund to be used to develop regional programs to offset air pollutant emissions. The total amount that would be contributed to

the TDM fund is $657,655. Payment of fees shall occur prior to issuance of building permits.

The amount provided by residential development would be about 68.7 percent of this total (based on the estimated residential portion of VMT), or $451,809. The amount provided by commercial development would be 26 percent of the total, or $205,846. Applicants for residential developments that would generate a net increase in units would pay $319.30 per unit (assuming 1,415 residential units). Applicants for commercial and industrial development that would generate a net increase in building area would pay $603.49 per 1000 square foot (assuming a total of 341,091 square feet). These fee estimates include an adjustment for inflation, but may be further adjusted by the City over time if development totals or emission factors change.

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

Residual Impacts

Class II, Significant but Mitigable.

Mitigation measure **MM GHG-1** would reduce energy and water GHG emission by a minimum of 49 $MTCO_2e$ and 278 $MTCO_2e$, respectively. Mitigation measure **MM AQ-1**, which is required to offset the project's ozone precursor emissions, would also offset the project's GHG emissions. Contribution to the TDM fund, as required by **MM AQ-1**, would substantially offset the project's mobile source GHG emissions. The combination of these mitigation measures would reduce the project's per service population GHG emissions to less than 4.1 $MTCO_2e$. Therefore, with mitigation, the impacts would be reduced to less than significant levels.

GHG-2 Would the project conflict with applicable GHG reduction measures in the CAPCOA's resource document for local governments, *Quantifying Greenhouse Gas Mitigation Measures*? (Class III, Not Significant)

Analysis

As previously discussed, the Westside Community Plan would implement goals, policies, and actions that would result in transportation enhancements necessary to improve mobility and reduce VMT in the Westside Community Planning Area. The Westside Community Plan calls for providing improvements and linkages to bicycle facilities and calls for connections in the street grid where blockages inhibit mobility. **Table 4.6-5, Consistency of Westside Community Plan VMT Reduction Actions with CAPCOA Measures**, presents an analysis of the project's VMT reduction measures with recommended CAPCOA measures. As shown, the project would be generally consistent with recommended CAPCOA measures and the project would have a less than significant impact.

Table 4.6-5
Consistency of Project VMT Reduction Measures with CAPCOA Measures

CAPCOA Measure	Description	Consistent Project Measure
Transportation: Land Use/Location		
Increase Transit Accessibility	Locating a project with high density near transit will facilitate the use of transit by people traveling to or from the project site. The use of transit results in a mode shift and therefore reduced VMT.	Westside Community Plan Actions 12.4.20; 12.4.22; 12.4.24. 2005 General Plan Actions 4.3; 4.15; 4.16; 4.18.
Improve Design of Development	The project will include improved design elements to enhance walkability and connectivity. Improved street network characteristics within a neighborhood include street accessibility, usually measured in terms of average block size, proportion of four-way intersections, or number of intersections per square mile. Design is also measured in terms of sidewalk coverage, building setbacks, street widths, pedestrian crossings, presence of street trees, and a host of other physical variables that differentiate pedestrian-oriented environments from auto-oriented environments.	Westside Community Plan Actions 12.4.3; 12.4.4; 12.4.7; 12.4.8; 12.4.9; 12.4.10, 12.4.11; 12.4.14; 12.4.16. 2005 General Plan Actions 4.6; 4.12; 4.16; 4.22; 4.23; 4.24; 4.25.
Infill Development	According to data provided in the California Air Pollution Control Officers Association *CEQA and Climate Change (2008)*, infill development reduces the number of vehicle miles traveled per trip.	The Westside Community Planning Area would consist of largely infill development projects.

CAPCOA Measure	Description	Consistent Project Measure
Transportation: Neighborhood/Site Enhancements		
Provide Pedestrian Network Improvements	Providing a pedestrian access network to linked areas of the Project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT. The project will provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the project site. The project will minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, landscaping, and slopes that impede pedestrian circulation will be eliminated.	Westside Community Plan Actions 12.4.1; 12.4.4; 12.4.7; 12.4.8; 12.4.9; 12.4.10, 12.4.11; 12.4.14; 12.4.15; 12.4.16. 2005 General Plan Actions 4.12; 4.15; 4.16; 4.18; 4.21; 4.24; 4.25; 4.28.
Provide Bike Parking in Non-residential Projects	The project will provide short-term and long-term bicycle parking facilities to meet peak season maximum demand.	Westside Community Plan Action 12.4.21. 2005 General Plan Actions 4.15; 4.21.
Transportation: Commute Trip Reduction Programs		
Implement Commute Trip Reduction Program	The project will implement a voluntary Commute Trip Reduction (CTR) program with employers to discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking.	2005 General Plan Action 4.29
Transportation: Transit System Improvements		
Implement Transit Access Improvements	The project will improve access to transit facilities through sidewalk/crosswalk safety enhancements and bus shelter improvements.	Westside Community Plan Actions 12.4.4; 12.4.15; 12.4.22; 12.4.23; 12.4.24. 2005 General Plan Actions 4.3; 4.6; 4.15; 4.21; 4.24; 4.25; 4.28; 4.30; 4.31.
Transportation: Road Pricing/Management		
Require Project Contributions to Transportation Infrastructure Improvement Projects	The project should contribute to traffic-flow improvements or other multi-modal infrastructure projects that reduce emissions and are not considered as substantially growth inducing. The local transportation agency should be consulted for specific needs. Larger projects may be required to contribute a proportionate share to the development and/or continuation of a regional transit system. Contributions may consist of dedicated right-of-way, capital improvements, easements, etc. The local transportation agency should be consulted for specific needs.	Westside Community Plan Actions 12.4.19; 12.4.20. 2005 General Plan Action 7.22

Sources:
California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures, *(2010);*
City of Ventura, Community Development, Draft Westside Community Plan, *(2011).*

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

Global climate change is by definition a cumulative impact as GHG emissions do not have a localized impact; they impact the globe as a whole. All the emission reduction goals, policies, and actions that the 2005 General Plan and Westside Community Plan would implement would assist in the reduction of GHG emissions. Therefore, any analysis of the proposed project's GHG emissions is by definition a cumulative analysis. As discussed above, the project's GHG would be mitigated to a less than significant level. The project would not conflict with recommended CAPCOA measures and would be required to comply with CAPCOA Level 1 GHG reduction measures. Cumulative impacts would be the same as those discussed above under Thresholds of Significance GHG-1 and GHG-2, that is, they would be reduced to less than significant levels with implementation of mitigation measures. The project's contribution to cumulative impacts would not be cumulatively considerable.

4.7 HAZARDS AND HAZARDOUS MATERIALS

4.7.1 INTRODUCTION

This section addresses hazards associated with the proposed project that may potentially affect public health and safety or degrade the environment. The section summarizes the findings of the Preliminary Environmental Site Assessment (ESA and Identification of Area of Potential Concern, Westside Community Planning Project, October 14, 2011, prepared by Applied Environmental Technologies). The Preliminary ESA is included within ***Appendix 4.7*** *of this environmental impact report (EIR). The purpose of the study was to identify the environmental conditions on the site, including the likely presence of any hazardous substances or conditions that indicate an existing release, past release, or a material threat of a release into structures or onto property, or into the ground, groundwater, or surface drainages.*

4.7.2 ENVIRONMENTAL SETTING

a. Definitions

Hazardous Material

A number of properties may cause a substance to be considered hazardous, including toxicity, ignitability, corrosivity, or reactivity. A hazardous material is defined as "a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed." (Title 22, *California Code of Regulations* [CCR], Section 66084)

Hazardous Waste

Once a hazardous material is ready for discard, it becomes a hazardous waste. A hazardous waste, for the purpose of this report, is any hazardous material that is abandoned, discarded, or recycled (*California Health and Safety Code*, Section 25124). In addition, hazardous wastes may occasionally be generated by actions that change the composition of previously non-hazardous materials. The same criteria that render a material hazardous make a waste hazardous: toxicity, ignitability, corrosivity, or reactivity.

b. Preliminary Environmental Site Assessment

A Preliminary ESA was conducted to identify recognized environmental conditions within the Westside Community planning area. Recognized environmental conditions include the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. This term includes hazardous substances or petroleum products stored and used in compliance with laws, but does not include minor amounts of these materials that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate government agencies.

Physiographic Setting

The planning area is located approximately 0.75 mile east of the southward trending Ventura River. This includes parts of the Ventura Oil Field as indicated by the numerous oil wells documented on the topographic map. The existing Westside Community is a mixture of well-established residential, industrial, and commercial development.

The planning area elevation is approximately 20 to 200 feet above mean sea level. The topographic gradient slopes gently to the southwest at approximately 30 feet per 0.5 mile. The closest open water body is the southward trending Ventura River. The Ventura River drains directly into the Pacific Ocean, approximately 0.5 mile south of the site.

Geology/Hydrogeology

The planning area is underlain by Quaternary alluvium comprised of gravel, sand, and clay. The alluvium is in turn underlain by older, less permeable sedimentary formations including the San Pedro, Santa Barbara, Pico, Modelo, Rincon, Vaqueros and Sespe formations.

The planning area is located in the Lower Ventura River Groundwater Basin in Ventura County. The principal water-bearing unit of this basin is the late Quaternary alluvium of the Ventura River, which varies between 60 to 100 feet in thickness. The San Pedro formation flanks and underlies the alluvium, dipping approximately 35 degrees toward the south. The San Pedro formation in the vicinity of the planning area is at least partially hydraulically isolated from the overlaying river alluvium. The San Pedro formation is hydrologically confined. Groundwater flow is estimated to be downstream toward the south. Seawater intrusion has not conclusively been identified within the Lower Ventura River Basin.

In 1989, three groundwater wells were installed near the southern border of the planning area at 130 North Garden Street. Groundwater was encountered at depths of approximately 16 to 18 feet below ground surface (bgs). Based on the established well-head elevations and depth to water measurements collected at each well location, the groundwater gradient within the planning area was determined to be approximately 0.75 vertical feet per 100 horizontal feet toward the south-southeast.

Federal and State Database Review

A government database report of available federal, state, and county agency databases was reviewed to identify properties having known or potential recognized environmental conditions within the area. A complete copy of this database report, which includes a description of the reviewed government databases, is presented in **Appendix 3.7.** Also, included reporting in this appendix is a base map illustrating the location of properties identified in the database review relative to the location within the planning area. The findings of the government database review are summarized below.

A number of addresses were identified as properties of potential environmental concern in the government database review. **Table 4.7-1, Potential Sources of Environmental Concern,** includes those that are considered potential sources of environmental concern. Thirty-four addresses were identified that would require more review or assessment. As presented in **Table 4.7-1**, these sites are comprised of 30 underground storage tanks (USTs), two leaking underground storage tanks (LUSTs), a single active toxic site investigation listing (SLIC), and a single listing of a solid waste facility (SWRCY).

A number of properties are listed within the planning area that have permits for handling regulated or hazardous wastes. Being a registered generator of wastes does not indicate that a release has occurred at the site.

Records Review

Oil and Gas Maps

The Munger Map Book of California-Alaska Oil and Gas Fields, 2003 Edition, was reviewed to assess the presence of known active or abandoned oil and gas wells within the planning area. Based on the review, portions of the planning area were identified within the Ventura Oil Field. There are 5 oil wells, either active or abandoned, within the planning area. An oil well may impact a localized area in the vicinity of the well.

Table 4.7-1
Potential Sources of Environmental Concern

Address	Status	Comment
2509 N Ventura	UST	
2176 N Ventura	UST	Gasoline
2191 N Ventura	UST	
2261 N Ventura	UST	
2439 N Ventura	UST	
2509 N Ventura	UST, LUST	LUST- open
1641 N Ventura	UST	Gasoline Waste Oil
1680 N Ventura	UST	Gasoline
1688 N Ventura	UST	Gas
1720 N Ventura	UST	Diesel, Gas
1726 N Ventura	UST	Diesel
1801 N Ventura	UST	Gas
1816 N Ventura	UST	Gas, Diesel, waste oil
1430 N Ventura	UST	Diesel
1070 N Ventura	UST	Gas, waste oil
717 N Ventura	UST	Diesel
185 N Ventura	UST	Gas, Waste Oil
171 W Stanley	UST	Waste Oil
250 W Stanley	UST	Multiple Leaks
1689 N Olive	SLIC	Globe ID SLT43224222
1555 Olive	LUST	TO603790023 (open remediation)
1368 N Olive	UST	Gas
1375 N Olive	UST	
220 N Olive	UST	Gas
221 N Olive	UST	Gas
270 N Olive	SWRCY	
222 Rocklite Rd	UST	Waste Oil
215 Rocklite Rd	UST	Gas
400 Rocklite Rd	UST	Diesel, Waste oil
280 W Lewis St	UST	Gas
2834 W Lewis St	UST	Diesel
331 W Lewis St	UST	Gas
290 Bell St	UST	
43 Peking St	UST	Waste Oil

UST = underground storage tank
LUST = leaking underground storage tank
SLIC = Active toxic site investigations listing.
SWRCY = Listing of solid waste facilities

Sanborn Fire Insurance Map

Numerous Sanborn Fire Insurance maps were reviewed for the years 1910, 1928, 1950, 1963, 1966, and 1968. Review of the maps showed 49 addresses that may have historically impacted the shallow soils or groundwater of the Study Area. **Table 4.7-2, Potential Environmental Impact Based on Historic Sanborn Map Addresses** contains the addresses that were identified as potential contributors to historic impact. Copies of the Sanborn Maps are contained in **Appendix 4.7**.

Table 4.7-2
Potential Environmental Impact Based on
Historic Sanborn Map Addresses

Address	Dates Present	Use
255 N. Ventura	1966, 1968	Gas & Oil
285 N. Ventura	1966	Gas & Oil
337 N. Ventura	1950	Auto Service
397 N. Ventura	1928	Gas & Oil
454 N. Ventura	1928	Gas & Oil
466 N. Ventura	1928	battery store auto repair
500 N. Ventura	1950, 1966	Gas & Oil
556 N. Ventura	1968	Auto Repair
617 N. Ventura	1950, 1966, 1968	Gas & Oil
651 N. Ventura	1963	Auto Repair
683 N. Ventura	1950	Gas & Oil
708 N. Ventura	1963, 1966, 1968	Auto Repair
717 N. Ventura	1963 1966, 1968	Gas & Oil
717 1/2 N. Ventura	1968	Auto Services
720 N. Ventura	1950	Auto Repair
731 N. Ventura	1950	Auto Repair
776 N. Ventura	1963, 1966, 1968	Gas & Oil
816 N. Ventura	1950	Machine shop
851 N. Ventura	1950, 1963, 1966, 1968	Gas & Oil
853 N. Ventura	1963, 1966, 1968	Auto Repair, Mach shop
865 N. Ventura	1968	Machine Shop
887 N. Ventura	1966, 1968	Gas & Oil
883 N. Ventura	1928	Gas & Oil
909 N. Ventura	1928	Gas & Oil
920 N. Ventura	1963, 1968	Gas & Oil Auto Repair
931 N. Ventura	1928	Gas & Oil
1000-1002 N. Ventura	1928	Gas & Oil
1052 N. Ventura	1950	Auto Repair

Address	Dates Present	Use
1100 N. Ventura	1963, 1966, 1968	Gas & Oil
1177 N. Ventura	1950, 1963, 1966, 1968	Gas & Oil
1621 N. Ventura	1950, 1966, 1963	Machine Shop
1636 N. Ventura	1968	Engine Repair
1665 N. Ventura	1966, 1968, 1963	Auto painting
1680 N. Ventura	1968, 1953	Machine Shop
1720 N. Ventura	1928	Gas & Oil
1801 N. Ventura	1966	Machine Shop
1816 N. Ventura	1968, 1963	Gas & Oil
1901 N. Ventura	1928	Gas & Oil
1816 N. Olive	1966	gas & oil
1689 N. Olive	1968	
1555 N. Olive	1968	
28 Ramona	1966, 1968	auto repair
220 Ramona	1928	auto repair
1 Kellogg	1968	machine shop
305-325 W. Park Row	1968	auto wrecking yard
720 Park Row	1928, 1966	auto repair
215 Dubbers	1968	chem and hot oil
175 Dubbers	1968	junk yard
1512 Harriet	1928	Oil Storage

The addresses identified include properties that were gasoline service stations, auto repair, machine shops, battery shops, or engine repair. Historically, these properties would have handled petroleum products, chlorinated solvents, and metallic substances. Any of these substances leaked or spilled onto the ground could result in impacts.

Site Reconnaissance

On several days in September and October 2011, visual reconnaissance of the planning area was conducted. Pictures were collected of relevant locations that are considered potential contributors to environmental impact in the form of petroleum substances or materials leaked or spilled into shallow soils or groundwater. The pictures are contained in **Appendix 4.7**.

c. Potential Hazardous Building Materials in the planning area

Asbestos Containing Building Materials

Structures constructed or remodeled between 1930 and 1981 have the potential to contain asbestos containing building materials (ACBM). These materials can include, but are not limited to resilient floor coverings, drywall joint compounds, acoustic ceiling tiles, piping insulation, electrical insulation and fireproofing materials. Many of the buildings within the planning area were constructed prior to the ban on ACBM and, therefore, these materials may be present in the planning area.

Lead Based Materials

Exposure to lead from older vintage paint is possible when the paint is in poor condition or during its removal. In construction settings, workers can be exposed to airborne lead during renovation, maintenance, or removal work. Lead-based paints were phased out of production in the early 1970s. Many of the buildings within the planning area were constructed prior to the ban on lead-based paints and, therefore, these materials may be present in the planning area

d. Regulatory Framework

Federal

US Environmental Protection Agency

The U.S. EPA is the main federal agency responsible for enforcing regulations relating to hazardous materials and wastes, including evaluation and remediation of contamination and hazardous wastes. The U.S. EPA works collaboratively with other agencies to enforce materials handling and storage regulations and site cleanup requirements. The Occupational Safety and Health Administration (OSHA) and the Department of Transportation (DOT) are authorized to regulate safe transport of hazardous materials.

Asbestos Hazard Emergency Response Act

The Asbestos Hazard Emergency Response Act (AHERA) provides guidance for the management of asbestos-containing materials (ACM) in schools. The Asbestos School Hazard Abatement Reauthorization

Act (ASHARA) extended AHERA regulations to cover public and commercial buildings. AHERA established regulatory standards for inspections, abatement, transport, and disposal of ACM.[1]

State

Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) is authorized by the U.S. EPA to administer the hazardous waste laws and oversee remediation of hazardous wastes sites. Regulations require that DTSC "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC)."[2]

The hazardous waste facilities identified in HSC Section 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under the HSC, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment.[3]

California Department of Conservation, Division of Oil, Gas, and Geothermal Resources

The California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) is mandated by Section 3106 of the Public Resources Code to supervise the drilling, operation, maintenance, and abandonment of oil and gas wells for the purpose of preventing (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. The regulations can be found in the California Code of Regulations (CCR) Title 14. DOGGR's Well Review Program assists developers in addressing issues associated with development near oil and gas wells.[4]

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1 US Code, Title 15, Section 2641 et seq. "Asbestos Hazard Emergency Response," contains the codified requirements of both AHERA and ASHARA.

2 California Government Code, Title 22, Section 65962.5.

3 California Health and Safety Code, Section 25187.5.

4 California Division of Oil, Gas, and Geothermal Resources, *Well Review Program Introduction and Application*, 2007 ftp://ftp.consrv.ca.gov/pub/oil/Well_Review_Program.pdf.

Lead-Based Paint Regulations

The CCR sets standards for lead hazard assessment and abatement, removal, certification of individuals engaged in lead-based paint activities, and accreditation of training providers.[5] The CCR also contains regulations governing worker safety during lead-related construction activities, including demolition.[6] These regulations cover:

- demolition or salvage of structures where lead or materials containing lead are present;
- removal or encapsulation of materials containing lead;
- new construction, alteration, repair, or renovation of structures, substrates, or portions thereof, that contain lead, or materials containing lead;
- installation of products containing lead;
- lead contamination/emergency cleanup;
- transportation, disposal, storage, or containment of lead or materials containing lead on the site or location at which construction activities are performed; and
- maintenance operations associated with the construction activities described in this subsection.[7]

City

General Plan

Chapter 7, *Our Healthy and Safe Community*, of the City's 2005 General Plan sets forth the City's goals and policies with respect to public safety, including hazardous materials.

Policy 7D: Improve community safety through enhanced police service.

Action 7.24: Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, and medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.

Action 7.25: Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.

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5 California Code of Regulations, Section 35001 et seq.

6 California Code of Regulations, Section 1532.1 et seq.

7 California Code of Regulations, Section 1532.1a.

Action 7.26: Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura.

Action 7.27: Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination).

Action 7.28: Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.

Action 7.29: Require non-agricultural development to provide all necessary buffers, as determined by the Agriculture Commissioner's Office, from agricultural operations to minimize the potential for pesticide drift.

Action 7.30: Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, state and federal agencies in the event of a violation.

Action 7.31: Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local agricultural interests and the Ventura County agricultural commissioner.

4.7.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines*, the following significance thresholds are used to evaluate impacts related to Hazards and Hazardous Materials.

HAZ-1 Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

HAZ-2 Would the project 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?

HAZ-3 Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

HAZ-4 Would the project 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 create a significant hazard to the public or the environment?

HAZ-5 Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Based upon to Appendix G of the *State CEQA Guidelines* under Section VIII, Hazards/Hazardous Materials, a project may have a significant impact related to Hazards/Hazardous Materials if the project would:

VIII.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, result in a safety hazard for people residing or working in the project area;

VIII.f For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area;

The project would have no impact related to significance thresholds VIII.e and VIII.f because the project site is not in the vicinity of an airport, and detailed analysis in the EIR is not required. These significance thresholds are discussed in **Section 8.0, Effects Found Not to be Significant**.

b. Methodology

The information used to analyze potential hazard and hazardous material impacts was provided by Applied Environmental Technologies Inc. Supplemental information obtained was also used, including the City of Ventura's Final EIR for the 2005 General Plan, as well as numerous federal, state, and local regulations.

c. Analysis, Mitigation Measures, and Residual Impacts

Westside Community Plan and Development Code Components

Upon adoption, the proposed Westside Development Code would become a subpart of the Zoning Ordinance and the Municipal Code. As is the case with other provisions of the Zoning Ordinance, all other provisions of the Municipal Code would continue to apply within the Westside Community Plan area except as expressly provided to the contrary in the Development Code.

Action 12.2.11: Pursue funding for brownfield site assessment and remediation to facilitate reuse of obsolete industrial parcels in the Westside Community.

The Westside Community Plan contains the following policies and actions pertaining to hazardous materials in Chapter 12.2, *Our Prosperous Communities* and Chapter12.7, *Our Well Planned Community*.

Action 12.2.11: Pursue funding for brownfield site assessment and remediation to facilitate reuse of obsolete industrial parcels in the Westside Community.

GOAL: Reduce threats to public health and safety throughout the Westside Community through regulation of hazardous conditions and enhanced public safety services and facilities.

Policy 12 AA: Minimize the Westside Community exposure to Floods, Landslides, and Hazardous Substances.

Action 12.7.4: Monitor the use and storage of hazardous substances in the industrial areas to alleviate the risk of watercourse contamination along the Ventura River through development review and National Pollution Discharge Elimination System (NPDES) monitoring requirements.

HAZ-1 Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Class III, Not Significant)

Analysis

Whereas incidents related to hazardous materials spills are not frequent, accidents along major transportation corridors can occur. Hazardous materials are transported along State Route 33 via trucks that commonly carry a variety of hazardous materials. These materials can include gasoline and various crude oil derivatives, and other chemicals known to cause human health problems. The transport of hazardous materials and explosives through the City along SR-33 is regulated by the California Department of Transportation (Caltrans). The City of Ventura Fire Department has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan that addresses the City's planned response to extraordinary emergency situations including incidents involving major hazardous material upset during transport. The plan provides operational concepts, identifies sources of outside support that would be provided through mutual aid agreements, state and federal agencies, and the private sector.

New land uses proposed in the future in the planning area might store and use hazardous materials such as fuels, oils, solvents, and other materials. The development of residential uses in proximity to commercial and industrial uses that use or store hazardous materials or the development of industrial and commercial use near the schools in the planning area increases the risk of exposure to deleterious health effects. Development or redevelopment would have the potential for exposure of hazardous materials to the public. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites.

Potential conflicts between industrial development and adjacent sensitive uses including residential and school uses would be minimized through the implementation of performance standards provided in the City's Municipal Code. Section 24.470.030 of the Municipal Code establishes performance standards for industrial development, including standards regulating impacts related to hazardous materials, as follows:

> *Manufacture or storage of hazardous or noxious gases shall not be undertaken or carried on in a manner which permits unauthorized release into the air or ground. Hazardous or noxious liquids shall not be manufactured or stored in any manner which permits unauthorized seepage into the ground, release into sewers or open waters, or evaporation into the air. Manufacture or storage of hazardous solid matter shall not be undertaken or carried on in any manner which permits unauthorized mixture of such matter with the soil, runoff into sewers or open waterways, or introduction into the air (e.g., windblown dust). Production, storage, handling, or use of*

> *hazardous wastes or other hazardous materials shall be separated from residential or other sensitive uses by an adequate buffer.*

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Plan area. All future projects would be required to comply with the City's performance standards for industrial uses. Project-level review for individual development proposals will consider the potential conflicts between industrial and residential land uses and will, as necessary, provide additional mitigation measures to reduce potential impacts related to hazardous materials and wastes. A variety of state and federal laws govern the generation, treating, or disposing of hazardous wastes. The City of Ventura Fire Department and Ventura County Environmental Health Division have the authority to inspect on-site uses and to enforce state and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes. In addition, the City and County of Ventura require that an annual inventory of hazardous materials in use on site, as well as a business emergency plan, be submitted for an annual review, as required by Emergency Planning and Right-to-Know Act (SARA Title III) and Chapter 6.95 of the California Health and Safety Code. These requirements would be mandated according to state and federal law.

The General Plan contains actions that aim to minimize adverse impacts to health and quality of life associated with exposure to hazardous materials. Action 7.24 allows projects involving sensitive land uses only if a health risk analysis indicates that the health risk would not be significant; and Action 7.30: Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate city, county, state and federal agencies in the event of a violation.

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Plan area. With implementation of the applicable general plan actions, and enforcement of state and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

HAZ-2 Would the project 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? (Class II, Significant but Mitigable)

Soil and Groundwater Contamination

Analysis

Because of the historical prominence of the oil industry on the Westside, there are contaminated Brownfield sites and gas conveyance lines running beneath the planning area. Within the planning area there are five oil wells, either active or abandoned. These oil wells may impact a localized area or land use in the vicinity of the well. Development and redevelopment proposed with the planning area could be impacted due to these oil wells.

A search was conducted for available Sanborn Fire Insurance Map coverage of the site. Numerous maps were reviewed for the years 1910, 1928, 1950, 1963, 1966, and 1968. Review of the maps showed 49 addresses that may have historically impacted the shallow soils or groundwater of the planning area. The addresses identified include properties that were gasoline service stations, auto repair, machine shops, battery shops, or engine repair facilities. Historically, these properties would have handled petroleum products, chlorinated solvents, and metallic substances. Any of these substances leaked or spilled onto the ground could impact the area or nearby land uses. Development and redevelopment proposed with the planning area could be impacted due to soil and groundwater contamination.

The planning area had numerous addresses that were listed as a known or potential site of contamination based on a federal and state agency database search. Impact would occur from the historic leaking or spillage of regulated substances into the shallow soils or groundwater of the planning area. The individual properties would need to be reviewed and as needed assessed to determine if they present a significant environmental concern or liability. Development and redevelopment proposed within the planning area could be impacted due to soil and groundwater contamination.

The General Plan contains actions that aim to minimize adverse impacts to health and quality of life associated with exposure to hazardous materials.

- Action 7.24: Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, and medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant;
- Action 7.25: Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects;

- Action 7.26: Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura; and
- Action 7.27: Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, state Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination)

No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area. With implementation of the applicable General Plan actions, and enforcement of state and federal laws governing the upset conditions associated with hazardous materials and wastes, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant.

Asbestos-Containing Building Materials

Analysis

Structures constructed or remodeled between 1930 and 1981 have the potential of asbestos-containing building material (ACBM). These materials can include, but are not limited to acoustical ceiling texture, resilient floor coverings, drywall joint compounds, acoustic ceiling tiles, roofing materials, piping insulation, electrical insulation, and fireproofing materials. Many of the buildings in the planning area were developed prior to the ban on ACBM; therefore, the likelihood that some buildings in the planning area contains these materials is high. Potential impacts during planning area redevelopment activities could expose the public or environment to asbestos-containing building materials. Impacts are considered to be potentially significant without implementation of mitigation. No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area.

Mitigation Measures

MM-HAZ-1 All buildings to be demolished or refurbished shall be surveyed and sampled for asbestos-containing building materials by a licensed asbestos abatement contractor. If asbestos-containing building materials are determined to be present in the structures to be demolished, all asbestos-containing materials shall be removed under acceptable engineering methods and work practices by the licensed asbestos abatement contractor prior to demolition. These practices include, but are not limited to, containment of the area by plastic, negative air filtration, wet removal techniques and personal respiratory protection and decontamination. The process shall be designed and monitored by a California Certified Asbestos Consultant. The abatement and monitoring plan shall be developed and submitted for review and approval by the appropriate regulatory agencies (currently the City Building Official and Ventura County Air Pollution Control District) and shall include all on-site structures with ACBMs.

Residual Impacts

Class II, Significant but Mitigable.

Lead Based Materials

Analysis

There are a number of structures in the planning area that were constructed prior to the ban on lead-containing paints in 1979. Exposure to lead from older vintage paint is possible when the paint is in poor condition or during its removal. Lead can enter the body by inhaling dust, fumes, or sprays containing lead or by the ingestion of food or other substances that contain lead. Lead poisoning can result in neurological damage, developmental impairment, and other health problems. Exposure to a small amount of lead, such as in a construction setting, from lead-based paints, is unlikely to have this effect. Nonetheless, potential health and safety impacts associated with planning area redevelopment activities could affect anyone in the area (including workers and neighbors) who may be exposed to lead paint. The possibility of impacts to the public or environment from lead materials is considered to be potentially significant, without incorporation of mitigation. No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area.

Mitigation Measures

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

Residual Impacts

Class II, Significant but Mitigable

HAZ-3 Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school? (Class II, Significant but Mitigable).

Analysis

Refer to the impact analysis provided under Thresholds of Significance HAZ-1 and HAZ-2.

Mitigation Measures

MM-HAZ-1 and **MM-HAZ-2**.

Residual Impacts

Class II, Significant but Mitigable.

HAZ-4 Would the project 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 create a significant hazard to the public or the environment? (Class III, Not Significant)

Analysis

Refer to the impact analysis provided under Thresholds of Significance HAZ-2 soil and groundwater contamination.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant.

HAZ-5 Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Analysis

The planning area is located in an area of Central California that has the potential for residents and employees to encounter human-made and natural hazards, which could cause undue hardship to residents and employees. Human-made hazards include the potential release of hazardous materials; the potential for biological, chemical attacks from foreign and domestic terrorism; and the potential for fires started by humans. Natural hazards include flooding, seismic activity, extreme weather conditions, and fires that are started naturally.

During development review process, emergency access is evaluated for all pending development projects within the planning area. Two means of ingress and egress are required for all major development projects, including subdivisions and commercial/industrial sites. Adequate road and driveway widths are required to provide access for emergency vehicles, along with turnouts and turnaround areas where deemed necessary. Traffic control during evacuation procedures will be based upon the nature of the emergency and the condition of the roads within the planning area. Signage will be placed by the City to ensure evacuation routes are clearly marked for motorists and emergency responders would assist with the directing of persons during evacuations.

The City of Ventura has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan (2005) that addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, or national security emergencies. The plan provides operational concepts, identifies sources of outside support that would be provided through mutual aid agreements, state and federal agencies, and the private sector. Through the implementation of the disaster response plan, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

Analysis

Development of pending and approved projects in the City of Ventura area would increase development in the City. Development under the Westside Community Planning Project would result in additional residents and structures that could be subject to risks from hazardous materials and conditions. The growth that would occur under the proposed Westside Community planning area would incrementally contribute to these cumulative impacts. However, potential hazards would be addressed on a case-by-case basis, as discussed above, to mitigate impacts resulting from individual projects. No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area. Given that all individual projects would be required to adhere to City requirements pertaining to hazardous materials and implement applicable mitigation, a Class III (Significant but Mitigable) impact is anticipated to result from the proposed Westside Community Planning Project in conjunction with other projects in the area.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class II, Significant but Mitigable.

4.8 HYDROLOGY AND WATER QUALITY

4.8.1 INTRODUCTION

This section addresses impacts to the Westside Community Planning Project (proposed project) related to hydrology, as well as short and long-term impacts to surface water quality. This section is based on information prepared by Hawks and Associates, as well as information generated from the City of San Buenaventura (Ventura). The hydrology and water quality information is included in ***Appendix 4.8****.*

4.8.2 ENVIRONMENTAL SETTING

a. Physical Setting

Hydrology

The Westside Community Planning Project Area is located within the Ventura River Watershed. Specifically, the Westside Planning Area is located within four drainage sub-areas in this watershed as shown in **Figure 4.8-1, West Ventura Sub-Watershed**. As shown in this figure, the Planning Area is located within these sub-areas:

- Lower Ventura River at Highway 101
- Dent Drain
- Canada de San Joaquin
- Lower Ventura River above Canada De San Joaquin

Table 4.8-1, Existing Watershed Discharge Rates, identifies the 10-year, 50-year, and 100-year frequency storm event discharge rates for the sub-watersheds in the Ventura River watershed.

Topography

The Westside Community Plan Area includes existing natural drainage features consisting of hillside drainages and the Ventura River. The majority of the Planning Area is located within the valley floor of the Ventura River, although the northeastern portion and the eastern periphery are located in upland areas. The elevation of the Planning Area increases gently in elevation from the southern boundary to the northern boundary. Quaternary alluvium of the Ventura River underlies the low-lying portions of the Planning Area while bedrock underlies the upland areas. The hills in the northeastern portion of the Planning Area rise to approximately 750 feet above mean sea level (msl). The Westside Planning Area slopes towards the Ventura River from east to west. The Westside Planning Area is predominantly developed uses.

Table 4.8-1
Existing Watershed Discharge Rates

Watershed	Frequency Storm Events Q10	Q50	Q100
Ventura River at Highway 101	15,720	52,500	78,600
Dent Drain	105	350	527
Canada de San Joaquin	480	1,600	2,420
Ventura River above Canada de San Joaquin	15,600	52,100	78,100

Note::
Q10 = 10 year storm event; Q50 = 50 year storm event; Q100 = 100 year storm event.
N/A = not available as there has been no data for this watershed.
*Source: Hawks & Associates, Exhibit B, Watersheds and HSPF Discharges From Ventura River Watershed Design Storm Modeling, February 2010 (included in **Appendix 4.8**).*

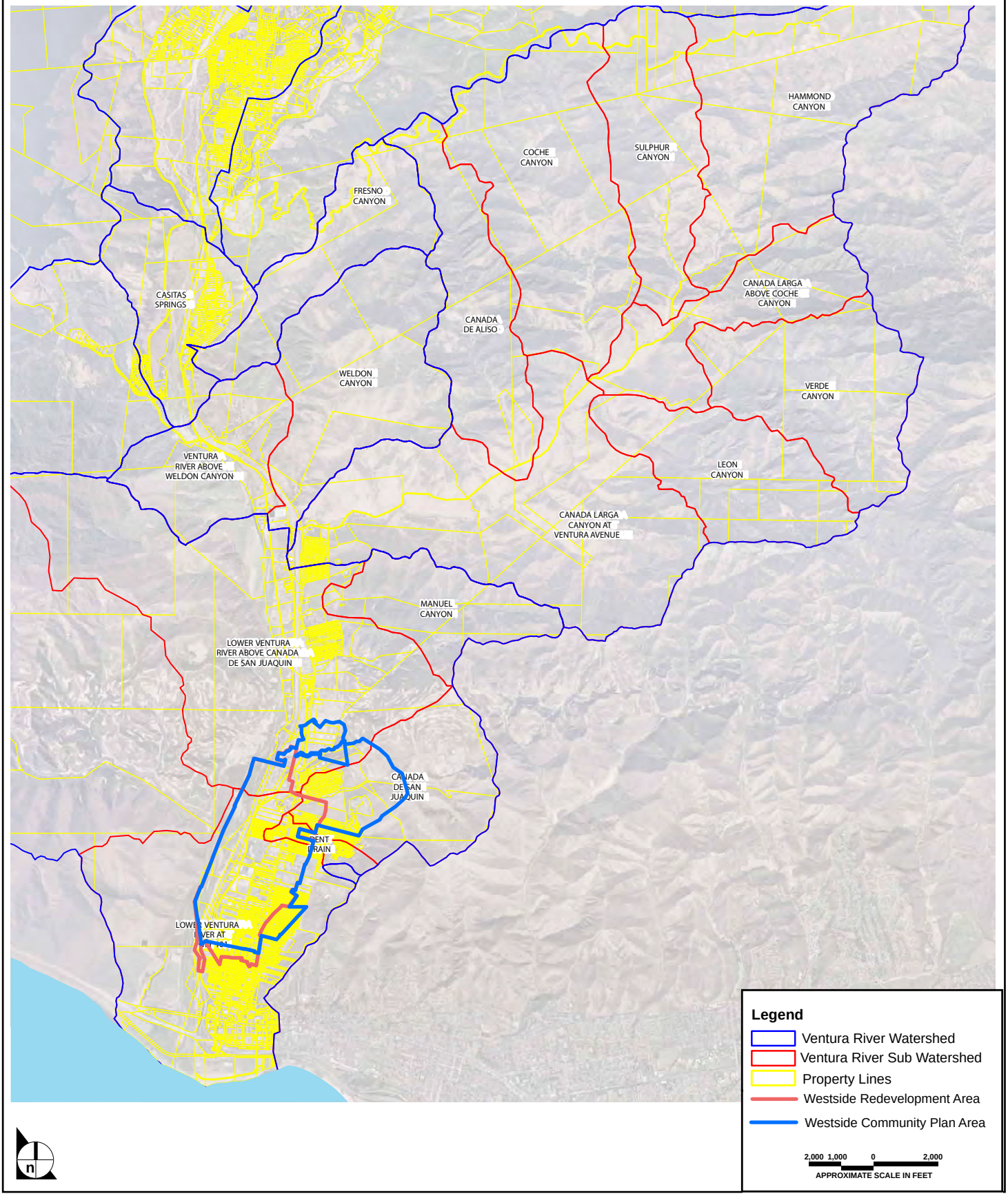
Storm Drain Infrastructure

The Westside Community Planning Project Area contains numerous existing storm drain facilities and catch basins which collect drainage for discharge into the Ventura River. A field review was conducted to verify the location of the existing drains and associated catch basins shown in **Figure 4.8-2, West Ventura Area Catch Basins**.

The City of Ventura prepared a Master Drainage Plan for the City in 1971. This plan assessed the existing hydrology conditions in the City and proposed storm drains based on 10-year and 50-year frequency storms. The Westside area extending from West Point Row Avenue northward to Canada de San Joaquin was addressed in this plan and maps of existing and proposed storm drain facilities in the Westside area were provided.

The City built many of the facilities identified in the 1971 Master Plan. In 2003, the City completed a "Master Drainage Needs Assessment Study" that evaluated and prioritized improvements needed for areas with frequent flooding or damaged from storm runoff. Drainage deficiencies identified in this 2003 study within the Westside Community Planning Project area include:

- Wall Street Storm Drain (sediment and debris);
- Barnett and Cameron Street Storm Drain (sediment and debris);
- Vince and Lewis Street Debris Basin Project (debris basin project);
- Sunnyway Drive (street flooding);
- James Drive (street flooding); and
- Stanley Avenue (street flooding)

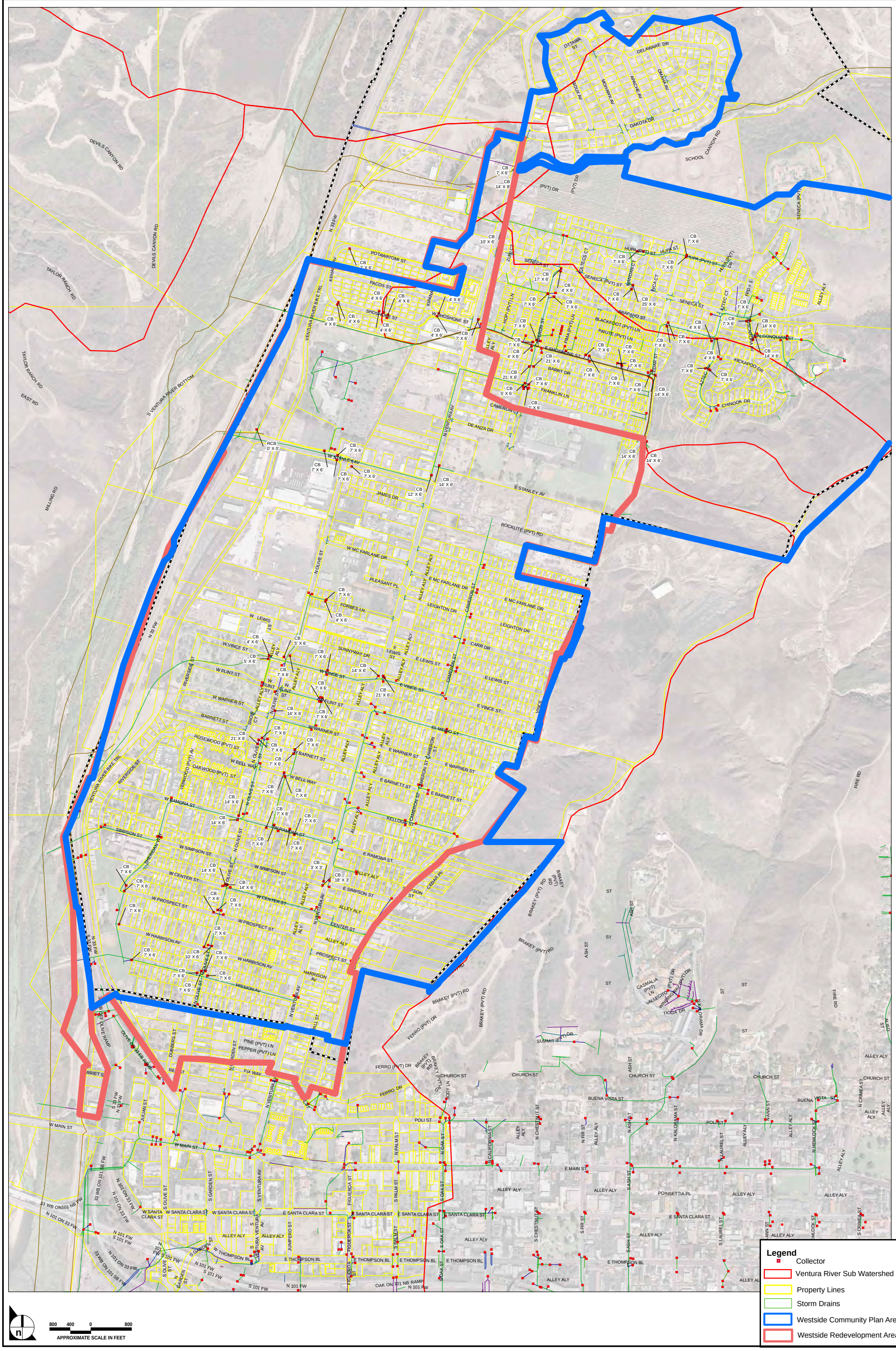


SOURCE: Hawks & Associates - 2011

FIGURE **4.8-1**

West Ventura Sub-Watershed

0145-017•10/11



SOURCE: Hawks & Associates

FIGURE **4.8-2**

West Ventura Area Catch Basins

0145-017•10/11

In February 2010, Ventura County Watershed Protection District (VCWPD) completed the Ventura River Watershed Storm Modeling final report which included the latest data and technical procedures for estimating hydrological runoffs, storm drain design and floodplain analysis. The 2010 Ventura River Watershed Storm Modeling final report increases the estimated peak runoffs over previous estimates by a factor of two.

Flood Hazards

Flood zones are geographic areas that the Federal Emergency Management Agency (FEMA) has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area. According to the FIRM, the Westside Community Planning Area is located within Zone X, a 500-year floodplain. Zone X is the area determined to be outside the 500-year flood and protected by levee from 100-year flood.[1] The Ventura River, located adjacent to the west of the Planning Area, is located within Zone AE, a 100-year floodplain.

The Westside Community Planning Area is protected from flooding from the Ventura River by the existing Ventura River Levee (VR-1), located on the eastern bank of the river, extends north from the mouth of the river to Canada de San Joaquin. This levee system was designed to provide protection from the 1-percent-annual-chance discharge (base flood) in conformance with FEMA required freeboard and other regulations. The length of the levee along the Ventura River is approximately 2.65 miles, with an embankment height up to 10 feet above natural ground on the landward side.

For purposes of the National Flood Insurance Program, FEMA will only recognize in its flood hazard and risk mapping effort those levee systems that meet, and continue to meet, minimum design, operation, and maintenance standards that are consistent with the level of protection sought through the comprehensive floodplain management criteria. FEMA periodically reviews the ability of levees to meet applicable standards. It is important to note this FEMA review is conducted solely for the purpose of establishing appropriate risk zone determinations for NFIP maps and does not constitute a determination by FEMA as to how a structure or system will perform in a flood event.

The Ventura County Watershed Protection District completed review of levee structures in Ventura County as requested by FEMA in November 2009. The Levee Certification study of the VR-1 levee determined sufficient information could not be provided by November 2009 to support certification of

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1 Federal Emergency Management Agency (FEMA), "Definitions of FEMA Designations," http://msc.fema.gov/webapp/wcs/stores/servlet/info?storeId=10001&catalogId=10001&langId=-1&content=floodZones&title=FEMA%20Flood%20Zone%20Designations. 2011.

the levee. 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, and preparation of an updated Operation and Maintenance Manual and a Levee Certification Report. The cost of this program of actions is estimated to be approximately $13.95 million. 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 and seven other non-certified levees in full compliance with Federal Levee Certification Requirements. Should the levee not be recertified, preliminary analysis shows that property within the Westside Planning 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.

Dam Inundation

The Westside Community Planning Area is located within the area identified as potentially inundated in the event of a failure of the Matilija and Casitas Dams. The Matilija Dam, located on the west fork of Matilija Creek above Matilija Hot Springs, is made of concrete and has a capacity of 1,800 acre-feet (af). The Casitas Dam, located on Coyote Creek west of Casitas Springs, is constructed of earthen material and has a design capacity of 250,000 af.[2] The Westside Community Planning Area is located within the Casitas Dam inundation area and is located adjacent to the east of the Matilija Dam inundation area.

Tsunami/Seiche/Mudflow

Tsunamis are large ocean surges that are generated by submarine landslides, volcanic eruptions, or earthquakes. The Westside Planning Area is located outside of a tsunami risk area.[3] The Ventura River has been designated as a tsunami risk area as far north as the City limits. The Westside Community Planning Area is located adjacent and to the east of the Ventura River.

A seiche is a wave, or series of waves, set up in an enclosed or partially enclosed body of water by wind, earthquake, or landslide. Seiches are similar to tsunamis, but the waves are generally smaller and of lower energy. The extent of most seiches is small, usually no more than 10 to 20 feet above water level, and the duration is short, usually only a few minutes. The threat to the City from seiches is considered remote. Only facilities in or very near enclosed bodies of water could be immediately affected.[4]

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2 City of San Buenaventura (Ventura), *Ventura General Plan EIR*, (2005) Table 4.8-1.

3 City of Ventura, *General Plan EIR*, (2005) Figure 4.6-6.

4 City of Ventura, *General Plan EIR*, (2005) 4.6-15.

A debris flow (sometimes called mudflow) is a flowing mixture of water-saturated debris that moves downslope under the force of gravity. When moving, they resemble masses of wet concrete and tend to flow downslope along channels or stream valleys. Debris flows are formed when loose masses of unconsolidated wet debris become unstable. Water may be supplied by rainfall, by melting of snow or ice, or by overflow of a crater lake. Debris-flow hazard decreases gradually downvalley from possible source volcanoes but more abruptly with increasing altitude above valley floors.[5] There are no defined landslide morphological features within the Westside Community Planning Area.[6]

Groundwater

The Westside Community Planning Project Area is located within the Lower Ventura River sub-basin of the Ventura River Valley Basin. The Lower Ventura River sub-basin is bounded to the north by the Upper Ventura River sub-basin and on the south by the Pacific Ocean and Mound sub-basin of the Santa Clara River Basin.[7] The eastern and western boundaries are defined by the impermeable bedrock of the Santa Ynez Mountains.[8]

Water-bearing formations within the sub-basin include Pleistocene and Holocene alluvium and the lower Pleistocene San Pedro Formation. The alluvium typically consists of silts and sands with lenses of coarser, more permeable material. The alluvium is between 60 and 100 feet thick in the basin. According to the Department of Water Resources, Bulletin 118 (2003) the San Pedro Formation underlies the Quaternary alluvium that comprises the valley floor. However, the Geologic Map of the Ventura and Pitas Point Quadrangles shows the Las Posas Sandstone and the Pico Formations as continuous across the Ventura River valley.[9] The Pico Formation, the Las Posas Sandstone and the San Pedro Formation consist of fine to coarse sands and clays[10] and likely have similar hydrologic properties.

Groundwater flows from northeast to southwest, generally along the direction of flow of the Ventura River (CGS, 2003a).

Historically, groundwater beneath the area has been as shallow as 10 feet below ground surface at the south end of the Planning Area and greater than 40 feet below ground surface at the northern end of the

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5 Miller, *Potential Hazards from Future Volcanic Eruptions in California: USGS Bulletin 1847*, (1989).

6 City of Ventura, *General Plan EIR*, (2005) Figure 4.6-2.

7 California Department of Water Resources (DWR), *California Groundwater Bulletin 118: Lower Ventura River sub-basin*, 2003.

8 DWR, *Lower Ventura River sub-basin*, 2003.

9 T.W., Dibblee, Jr, *Geologic map of the Ventura and Pitas Point quadrangles, Ventura County California*: Dibblee Geological Foundation, Map No. DF-2, 1988.

10 DWR, *Lower Ventura River sub-basin*, 2003; Dibblee, *Geologic Map of Ventura and Pitas Point quadrangles*, 1988.

Planning Area (CGS, 2003a) (Figure 3). Currently, groundwater is anticipated to be approximately 34 feet below ground surface near the middle of the Planning Area and approximately 54 feet below ground surface near the northern end of the Planning area (SWRCB, 2011).

Water Quality

The primary sources of pollution to surface and groundwater resources include stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria. Seepage from sewage treatment lagoons can further contribute to degraded water quality in the form of elevated nitrate levels. Improperly placed septic tank leach fields can cause similar types of contamination. Illegal waste dumping can introduce contaminants such as gasoline, pesticides, herbicides and other harmful chemicals. Septic tanks are also a source of pollution to some wells in both alluvial and granitic rocks. Septic tanks discharging into alluvium have a high potential to pollute wells producing from the same deposit because of high permeability and low gradient. In the winter, the rains raise the water table in these areas, which can exacerbate possible contamination.

Water quality is subject to seasonal variation. Sources of water quality degradation in the region include surface runoff from oil fields, agricultural areas, urban land uses and natural sedimentation. Pollutant loads are expected to correspond to tributary land uses.

b. Regulatory Framework

Federal

Clean Water Act

The Clean Water Act (CWA) was designed to restore and maintain the chemical, physical, and biological integrity of the nation's waters.[11] The CWA also directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. Other provisions of the CWA related to basin planning include Section 208, which authorizes the preparation of waste treatment management plans, and Section 319, which mandates specific actions for the control of pollution from nonpoint sources. The U.S. Environmental Protection Agency (U.S. EPA) has delegated responsibility for implementation of portions of the CWA to the State Water Resource Control Board (SWRCB) and the RWQCBs, including water quality control planning and control programs, such as the National Pollution Discharge Elimination System (NPDES) program.

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11 US Code, Title 42, Sec. 1251, The Clean Water Act.

The CWA requires states to adopt water quality standards for all surface waters of the United States. The CWA requires the U.S. EPA to publish water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. The CWA requires states to adopt numerical water quality standards for toxic pollutants for which the U.S. EPA has published water quality criteria that reasonably could be expected to interfere with designated uses in a water body.[12] Stormwater discharges to waters of the US are regulated under the CWA. The stormwater discharges for the Westside Community Planning Project area are collected by the multiple inlets to the storm drain system.

The NPDES permit system was established in the CWA to regulate both point-source discharges (a municipal or industrial discharge at a specific location or pipe) and non-point-source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point-source discharges, each NPDES Phase II permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. For non-point-source discharges, the NPDES program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of (1) characterizing receiving water quality, (2) identifying harmful constituents, (3) targeting potential sources of pollutants, and (4) implementing a comprehensive stormwater management program.

The VCWPD, County of Ventura, and Cities of Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, Ventura, Santa Paula, Simi Valley, and Thousand Oaks have joined to form the Ventura Countywide Stormwater Quality Management Program and are named as co-permittees under a revised countywide municipal NPDES permit for stormwater discharges issued by the State Regional Water Quality Control Board in 2010 (Order R4-2010-0108). The program requires new development/redevelopment to control urban runoff pollution on site during and after construction.

Flood Disaster Protection Act of 1973

Congress acted to reduce the costs of disaster relief by passing the Flood Disaster Protection Act of 1973.[13] The act's aim was to expand the National Flood Insurance Program (NFIP) by substantially increasing limits of coverage and the total amount of insurance authorized to be outstanding. The act also

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12 US Code, Title 42, Clean Water Act, Section 303(c)(2)(b).

13 US Code, Title 42, Section 4002, The Flood Disaster Protection Act of 1973.

required known flood-prone communities to participate in the program. Other purposes of the program were to (1) substantially increase the limits of coverage authorized under NFIP; (2) provide for the expeditious identification of, and the dissemination of information concerning, flood-prone areas; (3) require state or local communities, as a condition of future federal financial assistance, to participate in the flood insurance program and to adopt adequate flood plan ordinances with effective enforcement provisions consistent with federal standards to reduce or avoid future flood losses; (4) and require the purchase of flood insurance by property owners who are being assisted by federal programs or by federally supervised, regulated, or insured agencies or institutions in the acquisition or improvement of land or facilities located or to be located in identified areas having special flood hazards.

National Flood Insurance Act

Congress acted to reduce the costs of disaster relief by passing the National Flood Insurance Act of 1968.[14] The intent of this act was to reduce the need for large, publicly funded flood control structures and disaster relief efforts by restricting development in floodplains.

The regulations of the NFIP,[15] which is administered by FEMA, require that communities adopt land use restrictions for the 100-year floodplain in order to qualify for federally subsidized flood insurance. The type of restrictions that communities must adopt are listed in some detail in the regulations. Included is a requirement that residential structures be elevated above the level of the 100-year flood and that other types of structures be flood-proofed. Participation in the flood insurance program is virtually mandatory, since flood insurance (within identified "special flood hazard" areas) is a prerequisite for receiving mortgages or construction loans from federally regulated lending institutions. Disaster assistance is not available to public agencies in hazard areas if they do not participate in the program. FEMA issues FIRMs of communities participating in NFIP. These maps delineate flood hazard zones in each participating community.

State

California Water Code

All projects resulting in discharges, whether to land or water, are subject to the California Water Code[16] and are required to obtain approval of Waste Discharge Requirements (WDRs) by the RWQCBs. Land- and groundwater-related WDRs (i.e., non-NPDES WDRs) regulate discharges of process and wash-

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14 US Code, Title 42, Section 4001 et. seq., The National Flood Insurance Act of 1968.

15 National Flood Insurance Program, Federal Emergency and Management Agency, *Program Description*, 2002.

16 California Water Code, et seq.

down wastewater and privately or publicly treated domestic wastewater. WDRs for discharges to surface waters also serve as NPDES permits.[17]

Prior to the issuance of any construction/grading permit—and/or the commencement of any clearing, grading, or excavation—owners of projects with construction activities that require a grading permit must prepare and submit a stormwater pollution prevention plan (SWPPP). Landowners are responsible for obtaining and complying with the General Construction NPDES Permit, but may delegate specific duties to developers and contractors by mutual consent. The purpose of the SWPPP is to identify potential pollutant sources that may affect the quality of discharges and to design the use and placement of best management practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the storm drain system. An SWPPP prepared in compliance with the General Construction NPDES Permit describes the site, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of post-construction stormwater management measures and maintenance responsibilities, training of staff, a list of contractors and subcontractors, and non-stormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity, and to identify and implement controls where necessary.

Colby-Alquist Flood Control Act

The Colby-Alquist Flood Control Act[18] establishes how local governments are to develop and implement floodplain management plans. Among other things, the Colby-Alquist Flood Control Act makes a number of separate legislative findings and requires regulation as a condition for state assistance on federally authorized flood control projects.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act[19] authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface water and groundwater), and directs the RWQCB to develop regional basin plans. The California Water Code[20] also authorizes the SWRCB to adopt water quality control plans on its own initiative.

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17 California Water Code, Section 13263.

18 California Water Code, Section 8590 et seq.

19 California Water Code, Division 7, Section 13000.

20 California Water Code, Division 7, Section 13000, et seq.

State Water Quality Control Board

Responsibility for the protection of surface water quality in California rests with the State Water Resources Control Board (SWRCB) and nine RWQCBs. The City of Ventura lies within the jurisdiction of the Los Angeles RWQCB. The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The RWQCBs develop and implement water quality control plans (basin plans) that consider regional beneficial uses, water quality characteristics, and water quality problems. The Los Angeles RWQCB Basin Plan also provides strategies and implementation plans for the control of point-source and nonpoint-source pollutants, the remediation of pollution, and the monitoring and assessment of a region's waters. The basin plan implements a number of federal and state laws, the most important of which are the state Porter-Cologne Water Quality Control Act and the federal Clean Water Act. The City of Ventura is responsible for ensuring that new developments are in compliance with the goals and policies contained in the Los Angeles RWQCB Basin Plan. The basin plan was prepared to conform to statewide policy set forth by the legislature and the SWRCB. Basin plans consist of designated beneficial uses to be protected, water quality objectives to protect those uses, and a program of implementation needed for achieving the objectives.

County

Ventura Countywide Technical Guidance Manual for Stormwater Quality Control Measures

The 2010 Ventura Countywide Technical Guidance Manual for Stormwater Quality Control Measures (2010 TGM) provides the following principles of Integrated Water Resource Management (IWRM) and Low Impact Development (LID) to help mitigate the impacts of development.[21]

The 2010 TGM advises to design for the largest hydrologic controls (such as matching post development 100-year flows with pre-project 100-year flows for flood mitigation requirements), according to the appropriate City or County drainage requirements first. Second, the 2010 TGM advises to check if flood mitigation will reduce or satisfy the stormwater management requirements. If it does not, then add more controls as necessary. Flood mitigation may provide the necessary sediment and pollution control, thereby reducing maintenance requirements for the stormwater management BMPs. A sequence of hydrologic controls should be considered, such as site design, flood drainage mitigation, and retention BMPs. Bioinfiltration BMPs and treatment control measures can be considered when the use of retention

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21 Ventura Countywide Stormwater Quality Management Program, *Technical Guidance Manual for Storm Quality Control Measures*, 2010.

BMPs is technically infeasible. Each of these controls will have an influence on stormwater runoff from the new development or redevelopment project.

LID falls under the concept of IWRM. IWRM is a process which promotes the coordinated development and management of water, land, and related resources. IWRM links land use, water supply, wastewater treatment/reclamation, flood control/drainage, water quality, and hydromodification management into a cohesive hydrologic system that recognizes their interdependencies and minimizes their potentially negative effects on the environment. IWRM includes recharging groundwater with reclaimed wastewater to support the water supply. It combines stormwater treatment, hydromodification control, and flood control in a single regional infiltration basin that recharges groundwater, incorporates recreation, and provides habitat. IWRM also uses smart growth principles to help reduce the environmental footprint while still accommodating growth.

Similar to source control measures, which prevent pollutant sources from contacting stormwater runoff, retention BMPs use techniques to infiltrate, store, use and evaporate runoff on site to mimic pre-development hydrology. The goal of LID is to increase groundwater recharge, enhance water quality, and prevent degradation of downstream natural drainage channels. This goal may be accomplished with creative site planning and incorporation of localized, naturally functioning BMPs into a project. Implementation of retention BMPs will reduce the size of additional hydromodification control measures that may be required for a new development or redevelopment project, and, in many circumstances, may be used to satisfy all stormwater management requirements.

In reference to "Ventura Countywide Technical Guidance Manual for Stormwater Quality Control Measures 2010," new development and redevelopment projects that are subject to conditioning and approval for the design and implementation of "post-construction" stormwater management control measure, prior to completion of the projects are as follows:

New Development Projects

1. All development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area.

2. Industrial parks with 10,000 square feet or more of total altered surface area.

3. Commercial strip malls with 10,000 square feet or more of impervious surface area.

4. Retail gasoline outlets with 5,000 square feet or more of total altered surface area.

5. Restaurants (Standard Industrial Classification (SIC) of 5812) with 5,000 square feet or more of total of total altered surface area.

6. Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces.

7. Streets, roads, highways, and freeway construction 10,000 square feet or more of impervious surface area.

8. Automotive service facilities (SIC of 5013, 5014, 5511, 5541, 7532-7534 and 7536-7539) of 5,000 square feet or more of total altered surface area.

9. Projects located in or directly adjacent to, or discharging directly to an Environmentally Sensitive Area (ESA), where the development will

    a. discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and

    b. create 2,500 square feet or more of impervious surface area.

10. Single-family hillside homes.

Redevelopment Projects

Redevelopment projects in categories 1 through 10 above that meet the threshold identified below:

- Land-disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site.

Additionally:

1. Projects where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development, and the existing development was not subject to the post development stormwater quality control requirements of Board Order 00-108, shall mitigate the entire redevelopment project area.

2. Projects where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development, and the existing development was subject to the post development stormwater quality control requirements of Board Order 00-108, must mitigate only the altered portion of the redevelopment project area and not the entire project area.

3. Projects where redevelopment results in an alteration of less than 50 percent of impervious surfaces of a previously existing development must mitigate only the altered portion of the redevelopment project area and not the entire project area.

Land-disturbing activity that results in the creation or addition or replacement of less than 5,000 square feet of impervious surface area on an already developed site, or that results in a decrease in impervious area which was subject to the post-development stormwater quality control requirements of Board Order 00-108, is not subject to mitigation unless so directed by the local permitting agency.

Redevelopment does not include routine maintenance activities that are conducted to maintain the original line and grade, hydraulic capacity, or original purpose of the facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement (such as the reconstruction of parking lots and roadways) that does not disturb additional area and maintains the original grade and alignment is considered a routine maintenance activity. Agencies' flood control, drainage, and wet utilities projects that maintain original line and grade or hydraulic capacity are considered routine maintenance. Redevelopment also does not include the repaving of existing roads to maintain original line and grade.

Existing single-family dwelling and accessory structure projects are exempt from the redevelopment requirements unless the project creates, adds, or replaces 10,000 square feet of impervious surface area.

City

General Plan

The following hydrology and water quality policies and actions of the Ventura General Plan are applicable to the Westside Community Planning Area.

Policy 1B — Increase the area of open space protected from development impacts.

- Action 1.8 — Buffer barrancas and creeks that retain natural soil slopes from development according to State and Federal guidelines.
- Action 1.9 — Prohibit the placement of material in watercourses other than native plants and required flood control structures, and remove debris periodically.
- Action 1.10 — Remove concrete channel structures as funding allows, and where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential.

Policy 5A — Follow an approach that contributes to resource conservation.

- Action 5.2 — Use natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible.
- Action 5.16 — Require new developments to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize

off-site surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.

Action 5.17 Require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura and Santa Clara Rivers and other watercourses.

Policy 7B Minimize risks from geologic and flood hazards.

Action 7.10 Require proponents of any new developments within the 100-year floodplain to implement measures, as identified in the Flood Plain Ordinance, to protect structures from 100-year flood hazards (e.g., by raising the finished floor elevation outside the floodplain).

City of Ventura Municipal Code

Chapter 8.600 Stormwater Quality Management

The purpose of the Stormwater Quality Management chapter is to ensure the future health, safety, and general welfare of the citizens of the City of Ventura by:

1. Controlling non-stormwater discharges to the storm drain system.
2. Eliminating discharges to the stormwater drain system from spills, dumping, or disposal of materials other than stormwater.
3. Reducing pollutants in stormwater discharges, including those pollutants taken up by stormwater as it flows over urban areas, to the maximum extent practicable.
4. Reducing pollutants in stormwater discharges in order to achieve applicable water quality objectives for surface waters in Ventura County.

The intent of the Stormwater Quality Management chapter is to protect and enhance the water quality of the city's watercourses, water bodies, and wetlands in a manner consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit No. CAS063339, Order No. 94-082, and any amendment, revision, or reissuance thereof.

Chapter 12.410 Flood Plain Regulations

The purpose of the Flood Plain Ordinance is to promote public health, safety and welfare, and to minimize public and private losses due to flood conditions in areas particularly vulnerable to floods by:

1. Restricting or prohibiting uses of property within areas vulnerable to floods that are dangerous to health, safety and property due to water, erosion, or flood heights and velocities;

2. Requiring uses vulnerable to floods, including facilities that serve such uses, to be protected against flood damage at the time of construction;

3. Controlling the alteration of stream channels, natural flood plains, and natural protective barriers that help accommodate or channel flood waters;

4. Controlling filling, grading, dredging, and other development activities that may increase flood damage; and

5. Preventing or regulating the construction of flood barriers that are likely to unnaturally divert floodwaters or that may increase flood hazards in other areas.

The Flood Plain Ordinance is further intended to implement the National Flood Insurance Program set forth in federal law.[22] This ordinance applies to construction and other development on all property within the Westside Community Planning Project Area that is located within a Special flood hazard area identified in the most current copies of the Flood Insurance Rate Maps and Flood Boundary and Floodway Maps.

4.8.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon to Appendix G of the *State CEQA Guidelines* under Section IX, Hydrology and Water Quality, the following significance thresholds are used to evaluate project impacts related to Hydrology and Water Quality.

HYD-1 Would the project violate any water quality standards or waste discharge requirements?

HYD-2 Would the project 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

22 Title 44, Code of Federal Regulations, Sections 59 *et seq*.

would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

HYD-3 Would the project 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?

HYD-4 Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?

HYD-5 Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

HYD-6 Would the project otherwise substantially degrade water quality?

HYD-7 Would the project place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

HYD-8 Would the project place within a 100-year flood plain structures which would impede or redirect flood flows?

HYD-9 Would the project expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?

HYD-10 Would the project be subject to inundation by seiche, tsunami, or mudflow?

Based upon Appendix G of the *State CEQA Guidelines* under Section XVII, Utilities and Service Systems, the following significance threshold is used to evaluate project impacts related to Hydrology and Water Quality:

HYD-11 Would the project 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?

b. Methodology

The information used to analyze potential hydrology and water quality impacts was provided by Hawks & Associates, Inc. Supplemental information obtained was also used including, the City's Capital Improvement Plan, the 1971 Master Drainage Plan, the 2003 Master Drainage Needs Assessment Study, the California DWR Groundwater: Bulletin 118 report as well as numerous federal, state, and local regulations.

c. Analysis, Mitigation Measures, and Residual Impacts

Westside Community Plan

The following hydrology and water quality policies and actions, as listed in the Westside Community Plan, are applicable to the Westside Community Plan Area.

Policy 12 C Follow a development approach that contributes to resource conservation in the Westside Community.

Action 12.1.5 Provide bio-filtering and groundwater recharging through LID and other careful design of new development in the Westside Community.

Action 12.1.6 Require new development to install city approved trash excluders in stormwater inlets to reduce trash outflow to the Ventura River.

Policy 12 W Incorporate green design and infrastructure solutions into the urban landscape using low impact development techniques to protect and preserve water resources.

Action 12.5.1 Require new development and redevelopment to implement Low Impact Development stormwater techniques as outlined in the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures to retain, treat and infiltrate stormwater runoff.

Policy 12 X — Require new development in the Westside Community to provide necessary public infrastructure to sustain anticipated development and maintain current services.

Action 12.5.2 — Promote a natural means of drainage from Westside to the Ventura River in new development where feasible in existing developed areas.

Policy 12 AA — Minimize the Westside Community exposure to Floods, Landslides and Hazardous Substances.

Action 12.7.1 — Require proponents of any new development within the Ventura River 100-year floodplain to implement measures, as identified in the Flood Plain Ordinance, to protect structures from 100-year flood hazards (e.g., by raising the finished floor elevation outside the floodplain).

Action 12.7.4 — Monitor the use and storage of hazardous substances in the industrial areas to alleviate the risk of watercourse contamination along the Ventura River through development review and National Pollution Discharge Elimination System (NPDES) monitoring requirements.

Westside Development Code

The Westside Development Code is a subpart of the City of Ventura Municipal Code. The Westside Code carries out the policies of the Ventura General Plan by classifying and regulating the types and intensities of development and land uses within the Westside area consistent with, and in furtherance of, the policies and objectives of the General Plan.

24w.100.040(D)6. Flood Plain: Where design standards and the NFIP compliance conflict, the NFIP regulation will govern.

24w.100.045(I). Floodplain Overlay Zone Permit: Flood Plain Overlay Zone development permits are required for development or redevelopment within any area Flood Plain Insurance Rate Map as being within the special flood hazard area. Such permit shall be in addition to any other permits required by the Westside Development Code.

HYD-1 Would the project violate any water quality standards or waste discharge requirements? (Class IV, Beneficial Impact)

Analysis

Urban runoff includes all flows from urban land use into storm water conveyance facilities and receiving waters, both dry weather non-stormwater sources (i.e., irrigation waters, etc.) and wet weather storm water runoff.

Stormwater runoff naturally contains certain constituents. Urbanization and urban activities typically would increase constituent concentrations that adversely impact water quality. Stormwater pollutants consist of sediment, nutrients, bacteria and viruses, oil and grease, metals, organics, pesticides, and trash.[23]

Water quality impacts from urbanization and urban activities are categorized as erosion and sedimentation and discharge of pollutants during construction, and long term impacts from completed development/redevelopment associated with land uses.

Potential Water quality impacts from completed development/redevelopment can include the following:

- Urban activities can potentially generate many pollutants for dry-weather runoffs,
- Increased impervious surfaces (streets, rooftops, parking lots, etc.) could increase downstream erosion and water quality degradation, and
- Urban activities and increased impervious surfaces can increase concentration and total pollutant loads in wet-weather storm runoffs.

Two areas are currently undeveloped but include sufficient acreage to provide on-site detention or retention facilities which would still incrementally increase runoff.

New development and/or redevelopment typically results an increased impervious surfaces, which increases the amount of runoff and pollutants entering stormwater conveyance systems. These systems transport directly to receiving waters but are not treated, and therefore contribute to water pollution. Stormwater runoff over impervious surfaces (i.e., roadways, parking lots, rooftops) increases runoff flow rates and velocities; accumulates pollutants and sediments; and increases nutrients, bacteria, and other pollutant concentrations in receiving waters.

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23 California Stormwater BMP Handbook, *New Development and Redevelopment*, January 2033.

No specific development proposals are proposed at this time and analyzed in this EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. All new development projects within the project area would be served by the existing storm drain system.

The General Plan identifies policies and actions that would follow an approach that contributes to resource conservation (Policy 5A). The actions associated with General Plan Policy 5A (1) include the use of natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible (Action 5.2); (2) require new development to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize off-site surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels (Action 5.16); and (3) require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura River (Action 5.17).

The Westside Community Planning Project would be consistent with the General Plan Policy 5A because Policy 12C would follow a development approach that contributes to resource conservation in the Westside Community. The Westside Community Plan would provide bio-filtering and groundwater recharging through LID and other careful design of new development in the community (Action 12.1.5) and would require new development to install city approved trash excluders in stormwater inlets to reduce trash outflow to the Ventura River (Action 12.1.6).

Furthermore, the Westside Community Planning Project would be consistent with General Plan Action 5A because Policy 12W would implement green design and infrastructure solutions into the urban landscape using low impact development techniques to protect and preserve water resources. New development and redevelopment would be required to implement Low Impact Development stormwater techniques as outlined in the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures to retain, treat, and infiltrate stormwater runoff (Action 12.5.1).

Policy 12 AA of the Westside Community Plan would minimize the Westside Community exposure to Floods, Landslides, and Hazardous Substances through the implementation of the Action 12.7.4 which would require the City to monitor the use and storage of hazardous substances in the industrial areas to alleviate the risk of watercourse contamination along the Ventura River through development review and National Pollution Discharge Elimination System (NPDES) monitoring requirements.

Federal and state programs require BMP's to be implemented by developers, property owners, and public agencies engaged in development and redevelopment activities. Site and facility planning and design for stormwater quality protection consists of multi-level strategy, which consists of

- Reducing or eliminating post-project runoff
- Controlling sources of pollutants, and if required
- Treating contaminated runoff prior to discharging into the storm water system or receiving waters

Two controls have been developed to minimize water quality impacts as a result of stormwater runoff: source controls and treatment control. Source control is intended to reduce or eliminate pollutants at their source and treatment control utilizes selected treatment mechanism(s) to remove/reduce pollutants from the storm water runoff.

The planning and design phases of development or redevelopment projects may be spread over period of months or even years. Water quality BMP's incorporated into the planning and design phases would be more cost-effective than retrofitting of BMP's.

Compliance with the County's 2010 TGM, implementation of the Westside Community Plan policies and actions, which are consistent with the General Plan policies and actions, would ensure that development under the Westside Community Plan would not violate any water quality standards or waste discharge requirements and would result in a beneficial (Class IV) impact.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class IV, Beneficial impact.

HYD-2 Would the project 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)? (Class III, Not Significant)

Analysis

Section 4.14.1, Water, concluded that projected surface and groundwater supplies available to Western Ventura area would be approximately 10,200 acre-feet per year (afy) in 2015. The sources of water for the Westside Community Planning Project area include surface water from Lake Casitas and the Ventura River. As the Westside Community Planning Project would regulate new development in an already developed area, the proposed project would not overdraft the groundwater basin as the proposed project would not utilize groundwater.

The General Plan contains policy 5A which guides future development to contribute to resource conservation, namely in the use of water conservation techniques (Action 5.1) to minimize water demand. The Westside Community Plan would be consistent with General Plan Policy 5A with the implementation of Policy 12X which requires new development to provide necessary public infrastructure to sustain anticipated development and maintain current services.

In addition, while new development and/or redevelopment could result in an increase in impervious surfaces, which decrease infiltration and percolation surfaces for groundwater recharge, this development will be required to comply with regulations that will mitigate this potential impact. The current NPDES permit and the 2010 TGM require all development projects to control and/or treat runoff contaminant prior to discharging urban storm runoff into storm drain system as receiving waters, as well as reduce or eliminate post-project runoff. The latter requirement would typically utilize detention basin(s) to detain volume to reduce peak flows, and gradually release the runoff so as not to exceed the existing flow conditions.

Implementation of the proposed project would result in less than significant impacts to groundwater supplies or groundwater recharge. As discussed above, the Ventura County 2010 TGM would require that new development or redevelopment projects contain all runoff water on site. This would provide additional recharge to the groundwater aquifer. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

HYD-3 Would the project 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? (Class III, Not Significant)

Analysis

The Westside Community Planning Project area is largely built out with residential, commercial, industrial, and public infrastructure (e.g., roads). Few areas remain that are undeveloped. The Westside Community Planning Project area contains numerous storm drain facilities and catch basins which discharge into the Ventura River. The storm drain infrastructure for the Westside Community Planning Project area was assessed in 2003[24] to evaluate and prioritize needed improvements for areas with frequent flooding or have been damaged from storm runoff. The 2003 study identified sediment and debris deficiencies including the Wall Street storm drain, the Barnett and Cameron Street storm drain and the Vince and Lewis Street debris basin.

The future extension of Cedar Street would potentially result in alterations to the existing drainage pattern of the area in a manner which could result in erosion or siltation.

No specific development proposals are proposed at this time and analyzed at the project level in this EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area.

The General Plan contains policy 1B, which (1) would increase the area of open space protected from development impacts, primarily to buffer barrancas and creeks that retain natural soil slopes from development according to state and federal guidelines (Action 1.8); (2) prohibits the placement of material in watercourses other than native plants and required flood controls structures, and requires removal of debris periodically (Action 1.9); and (3) promotes the removal of concrete channel structures as funding allows, where doing so will fit the context of the surrounding area and not create unacceptable flood or erosion potential (Action 1.10).

The Westside Community Plan would be consistent with General Plan Policy 1B with the implementation of Goal 12.5 which would minimize impacts of new development on Westside infrastructure and the

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24 City of Ventura, *Master Drainage Needs Assessment Study*, 2003.

Ventura River watershed through advancing sustainable planning and design practices. Furthermore, the Westside Community Plan and the General Plan include a variety of stormwater drainage actions that would increase infiltration, thereby reducing erosion within the Westside Community Planning Project area. These policies and actions are summarized above under Threshold of Significance HYD-1.

The proposed project would also be consistent with the City of Ventura Stormwater Quality Management Ordinance,[25] which contains regulations regarding construction, development, best management practices, notification of intent and compliance with general permits, illicit discharge and connections, and watercourse protection.

The future extension of Cedar Street north of Kellogg Street would have to comply with the City's Stormwater Quality Management Ordinance and the Hillside Management Program, discussed in further detail in **Section 4.5 Geology and Soils**, as well as policies and actions identified in the Westside Community Plan which would be consistent with the General Plan policies and actions, to reduce potential erosion or siltation off site.

As a result, the Westside Community Planning Project would be consistent with the policies of the General Plan, and would comply with the applicable regulations located within the Stormwater Quality Management section of the Municipal Code. In addition, the Westside Community Plan would implement various sustainable stormwater practices that would have a positive effect on erosion in the project area. Therefore, impacts regarding erosion would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

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25 City of Ventura, Municipal Code, Chapter 8.600, "Stormwater Quality Management."

HYD-4 Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?

Analysis

The Westside Community Planning Project area is largely built out with residential, commercial, industrial and public infrastructure (e.g., roads). Few undeveloped areas remain. The Westside Community Planning Project area contains numerous storm drain facilities and catch basins that discharge into the Ventura River. The storm drain infrastructure for the Westside Community Planning Project area was assessed in 2003[26] to evaluate and prioritize needed improvements for areas with frequent flooding or have been damaged from storm runoff. The 2003 study identified street flooding deficiencies along Sunnyway Drive, James Drive and Stanley Avenue. According to **Figure 4.8-2**, there are collectors, or catch basins located along Stanley Avenue near Ventura Avenue and Olive Street.

No specific development proposals are proposed at this time and analyzed at the project level in this EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. New development would ultimately connect to the existing storm drain system.

The proposed project would also be consistent with the City of Ventura Stormwater Quality Management Ordinance,[27] which contains regulations regarding construction, development, best management practices, notification of intent and compliance with general permits, illicit discharge and connections, and watercourse protection.

The General Plan identifies policies and actions that would follow an approach that contributes to resource conservation (Policy 5A). The actions associated with General Plan Policy 5A include the use of natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality treatment when feasible (Action 5.2), require new development to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize off-site surface runoff utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels (Action 5.16), and require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura River (Action 5.17).

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26 City of Ventura, *Master Drainage Needs Assessment Study*, 2003.

27 City of Ventura, Municipal Code, Chapter 8.600, "Stormwater Quality Management."

The Westside Community Planning Project would be consistent with the General Plan Policy 5A because Policy 12C would follow a development approach that contributes to resource conservation in the Westside Community. The Westside Community Plan would provide bio-filtering and groundwater recharging through LID and other careful design of new development in the community (Action 12.1.5) and would require new development to install city approved trash excluders in stormwater inlets to reduce trash outflow to the Ventura River (Action 12.1.6). Furthermore, the Westside Community Plan would be consistent with General Plan Policy 1B with the implementation of Policy 12W and 12X which would require new development and redevelopment to implement LID stormwater techniques as outlined in the 2010 TGM to retain, treat and infiltrate stormwater runoff (Action 12.5.1), and promote a natural means of drainage from Westside to the Ventura River in new development where feasible in existing developed areas (Action 12.5.2).

The future extension of Cedar Street north of Kellogg Street would have to comply with the City's Stormwater Quality Management Ordinance, as well as policies and actions identified in the Westside Community Plan, which would be consistent with the General Plan policies and actions, to reduce potential on or off site flooding impacts.

The Westside Community Planning Project would be consistent with the policies of the General Plan, and would comply with the applicable regulations located within the Stormwater Quality Management section of the Municipal Code. In addition, the Westside Community Plan would implement various actions which require sustainable stormwater practices that would have a positive effect on drainage in the project area. Therefore, impacts regarding flooding on or off site would be less than significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

HYD-5 Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Class III, Not Significant)

Analysis

The City's General Plan identifies policies and actions that would be applicable to the Westside Community Plan. Policy 5B of the General Plan would improve services in ways that respect and even benefit the environment. The Westside Community Plan includes Action 12.1.6, which requires new development to install city approved trash excluders in stormwater inlets to reduce trash outflow to the Ventura River. This action would be consistent with General Plan Action 5.14 in that the City would develop a financing program for the replacement of failing corrugated metal storm drainpipes in the City.

The proposed project would also be consistent with the City of Ventura Stormwater Quality Management Ordinance,[28] which contains regulations regarding construction, development, best management practices, notification of intent and compliance with general permits, illicit discharge and connections, and watercourse protection. In addition, new development would be required to design storm drains to conform with standards approved by the city engineer.[29]

Impacts related to the creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff would be less than significant with conformance to the City's Stormwater Quality Management Ordinance, the Design Criteria and Improvement Standards for storm drains and implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

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28 City of Ventura, Municipal Code, Chapter 8.600, "Stormwater Quality Management."

29 City of Ventura, Municipal Code, Chapter 16.200.140, "Storm drains."

HYD-6 Would the project otherwise substantially degrade water quality? (Class III, Not Significant)

Analysis

As analyzed above, implementation of the Westside Community Plan along with compliance with the General Plan policies and the 2010 TGM and the construction NPDES permit would ensure that development within the Westside Community Planning Project area would not substantially degrade water quality. Therefore, impacts regarding water quality would be less than significant (Class III).

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

HYD-7 Would the project place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Class III, Not Significant)

Analysis

The Westside Community Planning Project is protected from flooding from the Ventura River by an existing levee. The VCWPD is in the process of recertifying the levee in accordance with FEMA requirements and no significant flood risk exists. As discussed above, if the levee is not recertified, a small portion of the Westside Community located along the along the river from approximately West Ramona Street to West Harrison Street 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.

In addition, the General Plan contains policy 7B, which guide development to minimize risks from geologic and flood hazards. These actions would include minimizing the potential flooding impacts including 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 outside the floodplain (Action 7.10), to protect structures from 100-year flood hazards, .

The Westside Community Plan Policy 12AA would minimize the Westside Community Planning Project area exposure to floods, landslides, and hazardous substances. Policy 12.7.1 would require that new

development within the 100-year floodplain implement measures identified in the Flood Plain Ordinance, 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 housing within an identified 100-year floodplain would be less than significant with conformance to the City's Flood Plain Ordinance, as well as the Westside Community Development Code, and implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

HYD-8 Would the project place within a 100-year flood plain structures which would impede or redirect flood flows? (Class III, Not Significant)

Analysis

As analyzed in Threshold of Significance HYD-7, above, the Westside Community is protected from flooding from the Ventura River by an existing levee. The VCWPD is in the process of recertifying the levee in accordance with FEMA requirements. Implementation of the Westside Community Plan along with conformance to the City's Flood Plain Ordinance, as well as the Westside Community Development Code, and implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

HYD-9 Would the project expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam? (Class III, Not Significant)

Analysis

The Ventura River and its associated floodplain form a distinctive landmark along the western boundary of the Westside Community Planning Project area as it parallels the SR 33 for several miles.

Westside Community is protected from flooding impacts from the Ventura River by an existing levee. The VCWPD is in the process of recertifying the levee in accordance with FEMA requirements and no significant flood risk exists.

In the event of a dam failure or other flood event, the County would follow an emergency response and evacuation plan set forth in the Multi-hazard Functional Plan managed by the Ventura County Sheriff's Office of Emergency Services. The County bilingual alert system includes mobile emergency vehicle sirens and loudspeakers, and door-to-door notification. The City flood emergency warning systems also includes public alerts by television service providers.

Furthermore, implementation of the Westside Community Plan along with conformance to the City's Flood Plain Ordinance, as well as the Westside Community Development Code, and implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies, would result in no significant impacts, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

HYD-10 Would the project be subject to inundation by seiche, tsunami, or mudflow? (Class III, Not Significant)

Analysis

Tsunamis are large ocean surges that are generated by submarine landslides, volcanic eruptions, or earthquakes. The Ventura River has been designated as a tsunami risk area as far north as the City limits.

The Westside Planning Area is located adjacent and to the east of the Ventura River and is located outside of the tsunami risk area.[30] The threat to the City from seiches is considered remote. Only facilities in or very near enclosed bodies of water could be immediately affected.[31]

A debris flow (sometimes called mudflow) is a flowing mixture of water-saturated debris that moves downslope under the force of gravity. There are no defined landslide morphological features within the Westside Community Planning Area that would create a mudflow hazard.[32]

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not significant.

HYD-11 Would the project 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? (Class III, Not Significant)

Analysis

Some deficiencies exist with respect to existing storm drain infrastructure in the Westside Community Planning Project area. Failure or insufficient capacity of existing storm drains would require the construction of new storm water drainage facilities or the expansion of existing facilities.

No specific development proposals are proposed at this time and analyzed at the project level in this EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. All new development projects within the project area would connect to the existing storm drain system which conveys runoff to the Ventura River. Storm drain facilities will be improved as needed over time as new development occurs.

The General Plan identifies policies and actions that would follow an approach that contributes to resource conservation (Policy 5A). The actions associated with General Plan Policy 5A (1) include the use of natural features such as bioswales, wildlife ponds, and wetlands for flood control and water quality

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30 City of Ventura, *General Plan EIR*, (2005) Figure 4.6-6.

31 City of Ventura, *General Plan EIR*, (2005) 4.6-15.

32 City of Ventura, General Plan EIR, (2005) Figure 4.6-2.

treatment when feasible (Action 5.2); (2) require new development to incorporate stormwater treatment practices that allow percolation to the underlying aquifer and minimize off-site surface runoff by utilizing methods such as pervious paving material for parking and other paved areas to facilitate rainwater percolation and retention/detention basins that limit the amount of runoff to pre-development levels (Action 5.16); and (3) require stormwater treatment measures within new development to reduce the amount of urban pollutant runoff in the Ventura River (Action 5.17).

The Westside Community Planning Project would be consistent with the General Plan Policy 5A because Policy 12X would require new development in the Westside Community to provide necessary public infrastructure to sustain anticipated development and maintain current services. The Westside Community Plan would promote a natural means of drainage from Westside to the Ventura River in new development where feasible in existing developed areas (Action 12.5.2).

Potential air quality, traffic, noise and biological impacts as a result of the construction of new storm drain facilities have been analyzed in **Section 4.2, Air Quality**, **Section 4.3 Biological Resources**, **Section 4.10, Noise** and **Section 4.13 Transportation and Circulation**. Impacts related to the construction of new facilities would result in less than significant air quality, traffic, noise, and biological impacts with implementation of policies and actions identified in the Westside Community Plan, applicable General Plan policies and actions, and implementation of identified mitigation measures in **Sections 4.2**, **4.3** and **4.13**. Impacts would be Class III, Not significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

The Westside Community Planning Project will not result in the development of undeveloped or hillside areas and, for this reason, will not contribute substantially to erosion and flooding impacts in the Ventura River Watershed.

Potential increases in sedimentation and concentration of contaminants such as oil, grease, and solvents in surface runoff discharged to local waterways could result from changes in land uses within the Westside Community Planning Area and other areas in the Ventura River Watershed. However, all

development on sites of over 1 acre would be subject to NPDES permit requirements pertaining to construction activity, while all development in the City would be subject to various City requirements pertaining to controlling erosion and preserving water quality. Furthermore, new development and redevelopment would be required to comply with the 2010 TGM, which requires projects to control runoff on site.

In addition, the Westside Community Plan includes numerous actions and policies which promote sustainable stormwater drainage design measures that would increase infiltration in the Westside Community Planning Project Area and reduce pollutants entering waterways. These actions and policies, as well as applicable General Plan policies and actions, would be expected to reduce cumulative impacts to water quality to a less than significant level.

Future projects that have been identified in the City's Capital Improvement Program (CIP) for the Westside Planning Area include the construction of hillside debris basins that would abut the hillside east of the North Ventura Avenue area and the installation of a new storm drain at James Drive.[33]

All development would have the potential to result in an increase in impervious surface area, thereby increasing peak storm runoff in the area. The proposed project may incrementally contribute to this increase. However, the proposed project includes numerous actions and policies related to sustainable stormwater drainage design measures that would increase infiltration in the specific plan area and reduce surface runoff. These design features would be implemented by each development project over time. All development proposals would be required to implement appropriate measures for sustainable stormwater management.

Specific projects proposed within the Westside Community Planning Project Area would be required to undergo additional review. Further, each individual development proposal within the Westside Community Planning area and the City would be required to comply with applicable goals, policies and actions contained in the Westside Community Plan and General Plan to assure that potential impacts are mitigated to the extent feasible. With implementation of the Westside Community Plan goal, policy and action, and applicable General Plan policies and actions, cumulative impacts would be Class III, Not Significant. Therefore, the Westside Community Planning Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be Class III, Not Significant.

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33 City of Ventura, *2011-2017 Adopted Capital Improvement Plan (CIP)*, (2011) 3-16 and 3-20.

4.9 LAND USE AND PLANNING

4.9.1 INTRODUCTION

This section addresses potential impacts related to applicable land use policies. The following analysis considers the consistency of Westside Community Plan policies and actions alongside relevant City policies and programs, including those provided in the City's 2005 General Plan and the Downtown Specific Plan.

4.9.2 ENVIRONMENTAL SETTING

Ventura's Westside Community is subject to the policies and actions contained in the City's 2005 General Plan, along with other regional plans and policies. Relevant plans are described and discussed below.

a. City of Ventura Plans and Ordinances

General Plan

The City of Ventura's General Plan, adopted in 2005, provides goals, policies, and actions developed to guide future development in the City through the 2025 planning horizon, with an emphasis on a more intense 'Infill First' strategy designed to preserve open space and prevent unsustainable growth. The General Plan establishes the following goals in the chapters, which incorporate the elements required under California Government Code Section 65302:

- **Our Natural Community** - Our goal is to be a model for other communities of environmental responsibility, living in balance with our natural setting of coastline, rivers, and hillside ecosystems.

- **Our Prosperous Community** - Our goal is to attract and retain enterprises that provide high-value, high-wage jobs; to diversify the local economy; to increase the local tax base; and to anticipate our economic future in order to strengthen our economy and help fund vital public services.

- **Our Well Planned and Designed Community** - Our goal is to protect our hillsides, farmlands, and open spaces; enhance Ventura's historic and cultural resources; respect our diverse neighborhoods; reinvest in older areas of our community; and make great places by insisting on the highest standards of quality in architecture, landscaping, and urban design.

- **Our Accessible Community** - Our goal is to provide residents with more transportation choices by strengthening and balancing bicycle, pedestrian, and transit connections in the City and surrounding region.

- **Our Sustainable Infrastructure** - Our goal is to safeguard public health, well-being, and prosperity by providing and maintaining facilities that enable the community to live in balance with natural systems.

- **Our Active Community** - Our goal is to add to and enhance our parks and open spaces to provide enriching recreation options for the entire community.

- **Our Healthy and Safe Community -** Our goal is to build effective community partnerships that protect and improve the social well-being and security of all our citizens.

- **Our Educated Community -** Our goal is to encourage academic excellence and life-long learning resources to promote a highly educated citizenry.

- **Our Creative Community -** Our goal is to become a vibrant cultural center by weaving the arts and local heritage into everyday life.

- **Our Involved Community -** Our goal is to strive to work together as a community to achieve the Ventura Vision through civic engagement, partnerships, and volunteer service.

- **Figure 4.9-1, General Plan Land Use Map**, shows the existing general plan land use designations for the Westside Community Planning Project area.

Downtown Specific Plan

The Downtown Specific Plan, adopted in 2007, regulates development in the City's historic downtown area. Thirty-six acres of the planning area, which constitute a portion of the Redevelopment Project area, are located within the Downtown Specific Plan boundary, and would be subject to the policies of that plan. Downtown Specific Plan policies are designed to implement policies from the City's 2005 General Plan within the downtown area.

Hillside Management Program

The City's Hillside Management Program ties the amount, distribution, and quality of future development to topographical, geological, and hydrological constraints in an effort to retain natural and scenic character and to minimize the danger to life and property from landsliding, erosion, fire, flooding, and water pollution. The Hillside Management Program provides a slope/density formula to be used in determining the appropriate density of development in the program area. In addition, this land use designation requires that any proposed project meet the objectives, policies, and submittal requirements contained in the Hillside Management Program. **Figure 4.9-2, Hillside Management Program Boundary**, shows the areas subject to the policies of the City's Hillside Management Program.

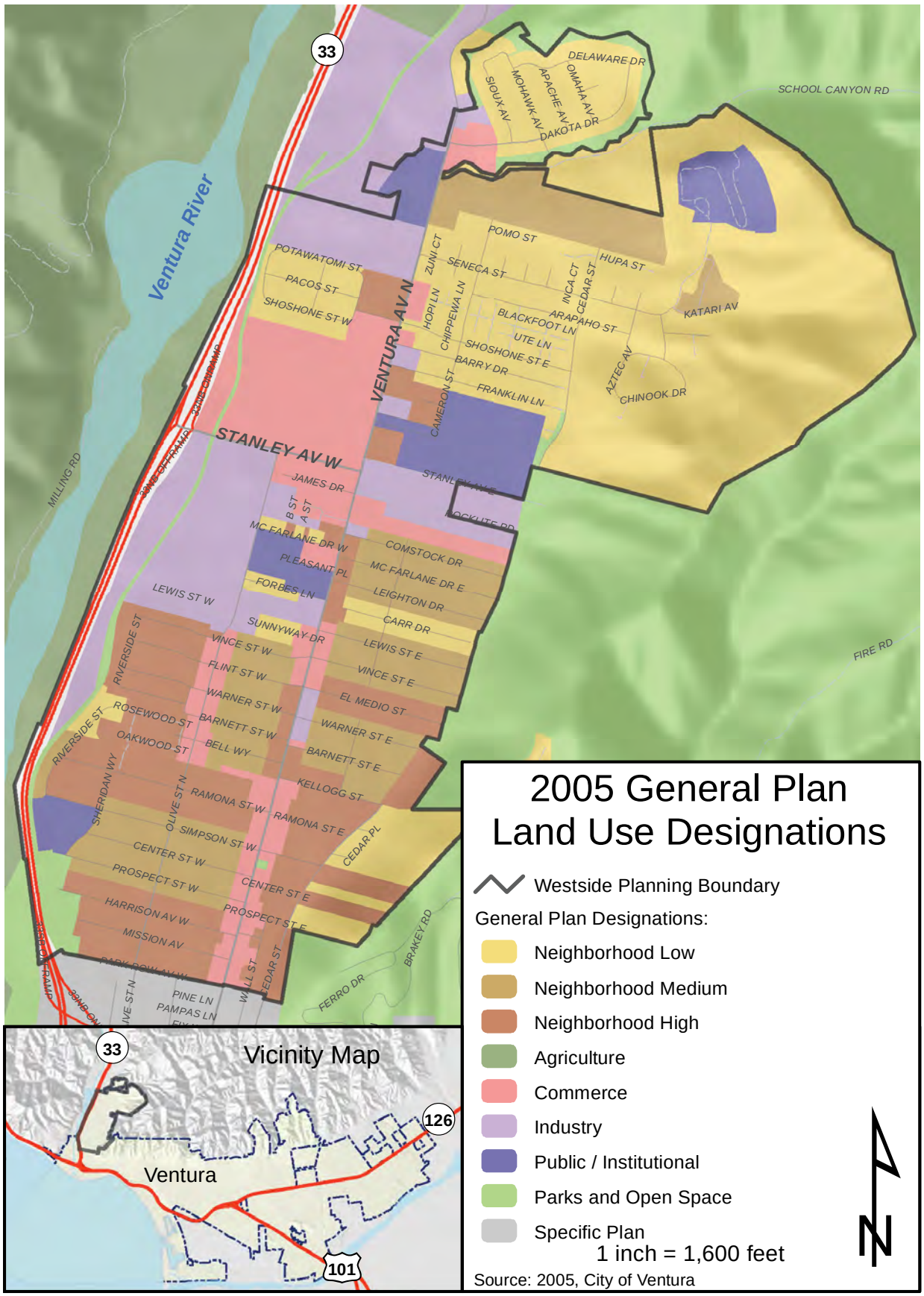

FIGURE **4.9-1**

General Plan Land Use Map

0145-017•01/06

This map is a product of the City of San Buenaventura, California and Rincon Consultants, Inc. It was created for illustration purposes only; its accuracy cannot be guaranteed.

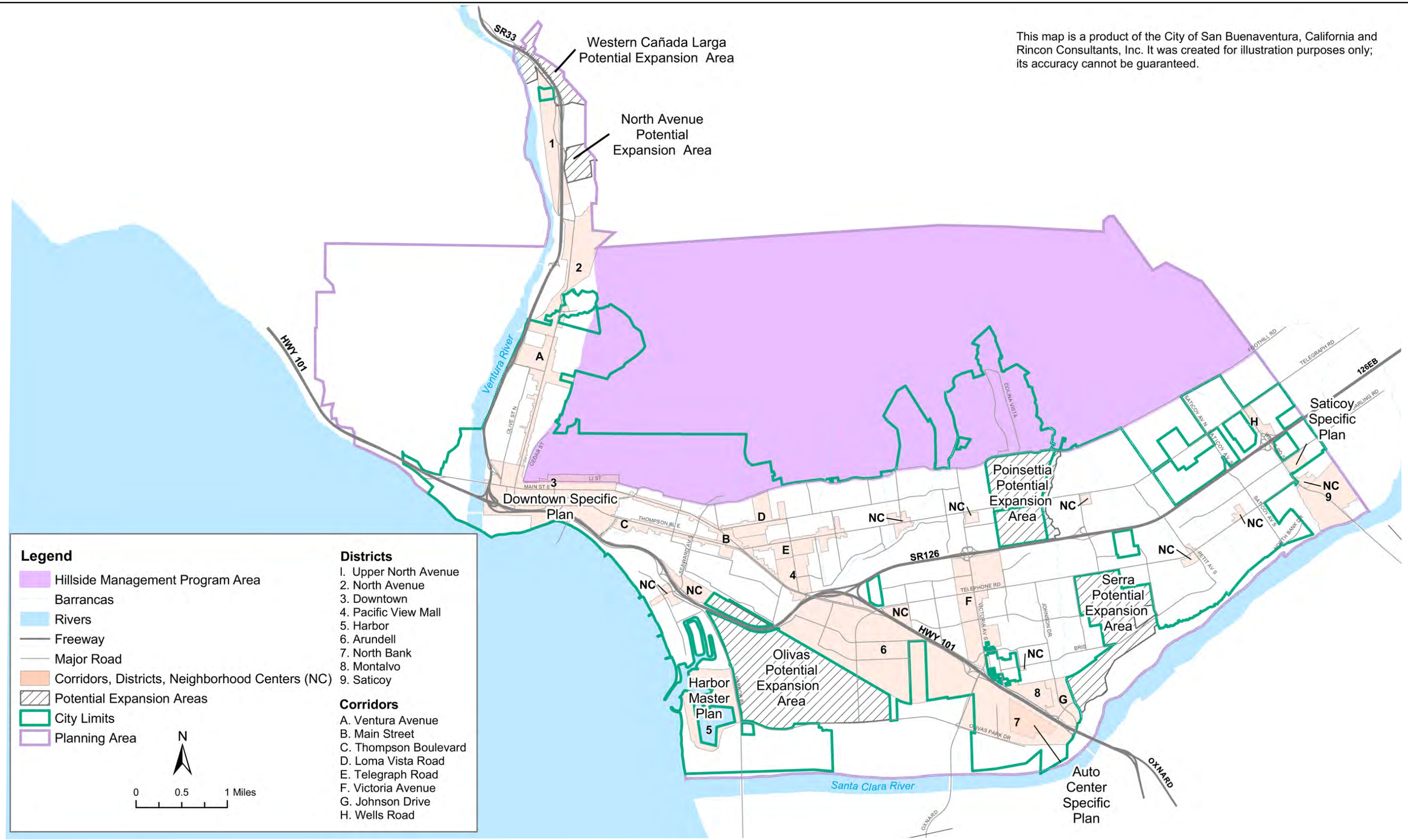

FIGURE **4.9-2**

Hillside Management Program Boundary

0145-017•10/11

Floodplain Ordinance

The City's Floodplain Ordinance restricts development within areas vulnerable to floods, requires development that is vulnerable to floods to be protected against flood damage, and regulates activities that could increase flood hazards in other areas.[1] The floodplain ordinance regulates activities in areas designated as flood hazard areas in Federal Emergency Management Agency (FEMA). Flood Insurance Rate Maps (FIRMs). FEMA is currently reviewing and updating FIRMs for the planning area, and may publish revised maps as soon as 2012. The area currently subject to the City's Floodplain Ordinance is shown in **Figure 4.9-3, Flood Hazard Areas**.

b. Other Regulatory Agencies and Plans

California Coastal Act

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

In partnership with coastal cities and counties, the Coastal Commission plans and regulates the use of land and water within the coastal zone. Development activities, which are broadly defined by the Coastal Act to include construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. Coastal counties and cities are required to prepare a Local Coastal Program (LCP) to guide development in the coastal zone. The City has prepared an LCP for the coastal area, which was approved by the Coastal Commission in 1982 and 1983. Revisions to the LCP based on the land uses provided in the Downtown Specific Plan were approved by the Coastal Commission in 2009. Approximately 19 acres (including 8 acres of street rights-of way) of the proposed Westside Redevelopment Area component of the Westside Community Planning project, located within the City's Downtown Specific Plan Area, lie within the Coastal Zone as defined by the California Coastal Act of 1976, and the City's approved Local Coastal Program (LCP). Applicability of the LCP in this area would only apply to future land use decisions and does not apply to redevelopment area formation.

Areas within the City of Ventura that are subject to the California Coastal Act are shown in **Figure 4.9-4, California Coastal Act Regulatory Boundary**.

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1 City of Ventura, *Municipal Code*, Division 4 Part 12.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties. As MPO, SCAG's responsibilities include:

- Maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program.
- Development of demographic projections plus the integrated land use, housing, employment, transportation programs, measures, and strategies portions of the South Coast Air Quality Management Plan, as well as serving as co-lead agency for air quality planning for the Central Coast and Southeast Desert air basin districts.
- Responsibility under the federal Clean Air Act for determining conformity to the Air Plan of projects, plans, and programs.
- To function as the authorized regional agency for intergovernmental review of programs proposed for federal financial assistance and direct development activities.
- Review of environmental impact reports for projects having regional significance for consistency with regional plans.
- Pursuant to federal water pollution control statutes, the SCAG functions as the authorized area wide waste treatment management planning agency.
- Responsibility under state law for preparation of the Regional Housing Needs Assessment (RHNA). The RHNA is used at the local level for cities and counties to comply, within the respective housing elements, pursuant to the state Housing and Community Development Department.
- The SCAG is responsible, along with the San Diego Association of Governments, and the Santa Barbara County/Cities Area Planning Council, for preparing the Southern California Hazardous Waste Management Plan pursuant to the California Health and Safety Code.

In order to guide future growth in the area it serves, SCAG has provided the Regional Comprehensive plan and Guide (RCPG), the Regional Transportation Plan (RTP), and the Compass Vision Growth Report.

Regional Comprehensive Plan and Guide

The SCAG RCPG is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic and transportation, water, and air quality. The RCPG serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance.

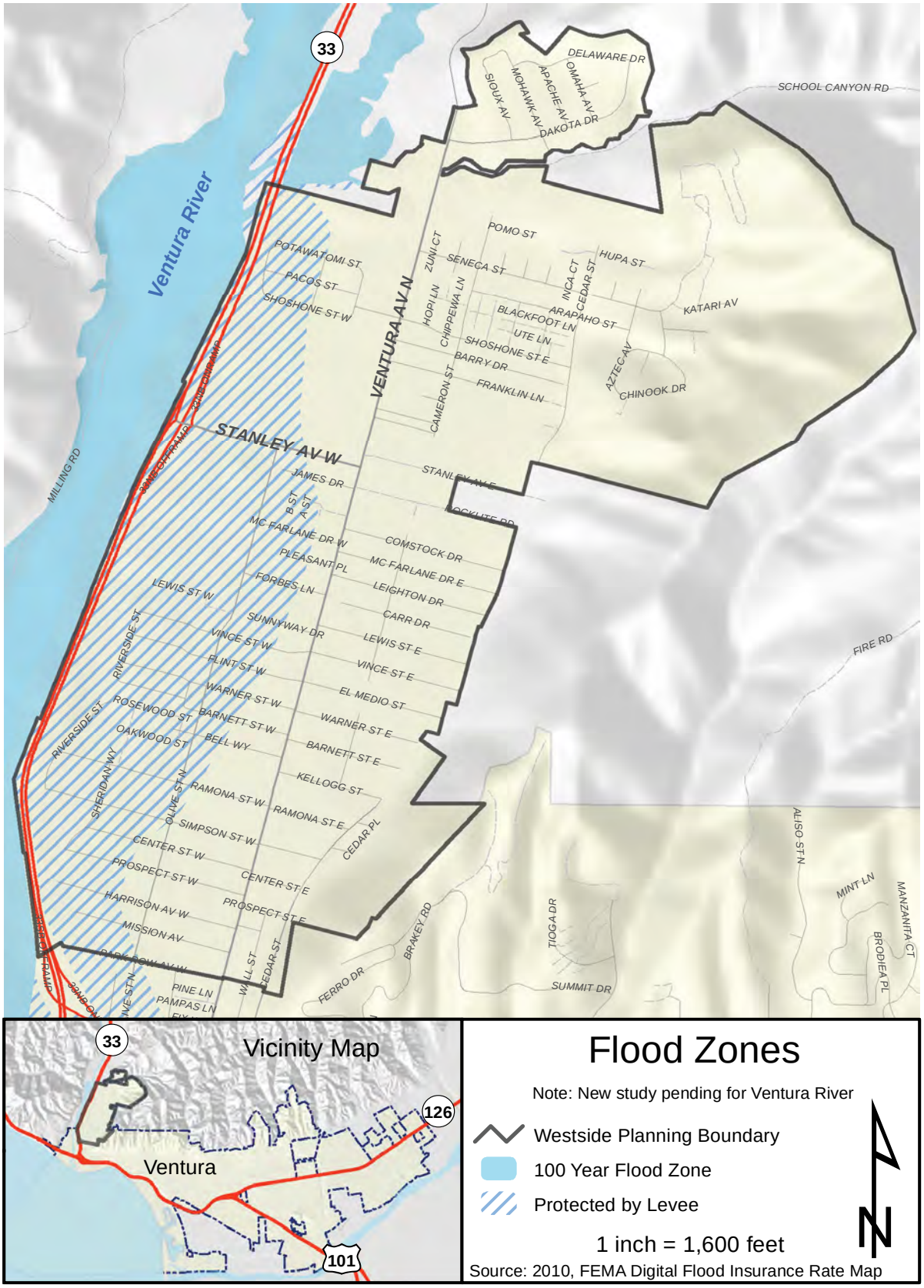

FIGURE **4.9-3**

Flood Hazard Areas

0145-017•10/11

SOURCE: Impact Sciences, Inc. – February 2006

FIGURE **4.9-4**

California Coastal Act Regulatory Boundary

0145-017•10/11

Regional Transportation Plan

On May 8, 2008, the SCAG Regional Council adopted the 2008 RTP. The 2008 RTP emphasizes the importance of system management, goods movement, and transportation financing. The RTP provides a regional investment framework to address the region's transportation and related challenges, and looks to strategies that preserve and enhance the existing transportation system and integrate land use into transportation planning. SCAG is currently in the process of preparing the Draft 2012 RTP, which will incorporate the requirements of SB 375, discussed below.

Senate Bill 375

The California Legislature passed SB 375 (Steinberg) on September 1, 2008. SB 375 requires CARB, working in consultation with the metropolitan planning organizations (MPOs), to set regional greenhouse gas reduction targets for the automobile and light truck sector for 2020 and 2035. The target must then be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., General Plan) are not required to be consistent with either the RTP or SCS.

On August 9, 2010, CARB staff issued the *Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant To Senate Bill 375*.[2] CARB staff proposed draft per capita reduction targets for the four largest MPOs (Bay Area, Sacramento, Southern California, and San Diego) of 7 to 8 percent for 2020 and reduction targets between 13 to 16 percent for 2035. For the SCAG, which is the MPO for the region in which the proposed project is located, CARB established a draft per capita reduction target of 8 percent for 2020 and 13 percent for 2035. Of note, the proposed reduction targets explicitly exclude emission reductions expected from the AB 1493 and the low carbon fuel standard regulations. CARB adopted the final targets (the same targets as the proposed draft targets) on September 23, 2010.

Compass Growth Vision Report

The Compass Growth Vision Report (CGVR) is a regional response to the land use and transportation challenges facing Southern California now and in the coming years. The CGVR encourages focusing growth in existing and emerging centers and along major transportation corridors, creating significant

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2 California Air Resources Board (CARB), *Staff Report: Proposed Regional Greenhouse Gas Emission Reduction Targets For Automobiles And Light Trucks Pursuant To Senate Bill 375*, (2010).

areas of mixed-use development and walkable communities, targeting growth around existing and planned transit stations, and preserving existing open space and stable residential areas.

Ventura County Guidelines for Orderly Development

Originally adopted in 1969 by the Ventura Local Agency Formation Commission (LAFCO), Ventura County, and each of the cities in the County, the Guidelines for Orderly Development are statements of local policies which provide that urban development should occur, whenever and wherever practical, within incorporated cities. The Guidelines for Orderly Development provide additional policies regulating changes in land use in unincorporated parts of Ventura County.

4.9.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section X, Land Use, the following significance thresholds are used to evaluate project impacts related to Land Use and Planning.

LUP-1 Would the project physically divide an established community?

LUP-2 Would the project 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?

LUP-3 Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

b. Methodology

The following analysis considers the Westside Community Planning Project's consistency with applicable policies of state, regional, and City land use plans. Where appropriate, policies and analyses are organized in tables. The Westside Community Plan is intended to implement the City's General Plan at the neighborhood level. While the community plan provides further direction on requirements and development standards for new development, policies and actions of the General Plan would remain applicable and in effect.

c. Analysis, Mitigation Measures, and Residual Impacts

Westside Community Plan

Implementation of the Westside Community Plan would require amendments to the City's General Plan. While the land uses proposed under the community plan are broadly consistent with existing types of development in the Westside, some changes would occur. **Table 4.9-1, Existing and Proposed Land Use Acreages**, illustrates the proposed changes as they would affect the distribution of land uses in the Westside. **Table 4.9-1** shows 160 acres being changed from Neighborhood-Low Density to Parks and Open Space. These 160 acres are currently undeveloped land subject to a previously approved permanent conservation easement that would prohibit future development. The land use change is proposed to reflect this easement not previously accounted for during adoption of the 2005 General Plan.

Table 4.9-1
Existing and Proposed Land Use Acreages

Land Use	Existing Acreage	Proposed Acreage	Change
Commercial	99.1	85.3	-13.8
Industrial	110.5	96.0	-14.5
Neighborhood-High Density	135.0	149.1	14.1
Neighborhood-Medium Density	128.0	142.1	14.1
Neighborhood-Low Density	340.9	181.0	-160
Public/Institutional	63.3	63.3	0
Parks and Open Space	27.4	187.4	160

Source: City of Ventura, April 2011.

Figure 4.9-5, Land Use Changes Parcel Map, shows the locations of the parcels that would require general plan amendment to change existing land uses to those provided in the Westside Community Plan. Two large hillside parcels account for the majority of the area where land use designation changes are proposed. These contiguous parcels in the northeastern portion of the planning area are currently designated for low-density residential development, although a deed restriction on the properties would prevent such development. The land use designation for these parcels is proposed to be changed to parks and open space. An area east of Ventura Avenue currently designated for industrial uses is proposed to be changed to 'Neighborhood Medium' and an area east of Ventura Avenue currently designated for commercial uses would be changed to 'Neighborhood High.' One small parcel adjacent the Ventura

Unified School District site, currently designated 'Industrial' would carry a proposed redesignation of 'Commerce'.

The Westside Community Plan provides goals, policies, and actions to guide future development within the planning area. The following analysis considers the policies and actions provided in the Westside Community Plan and their consistency with existing local and regional plans.

Catalyst Sites

Action 12.2.2 in Chapter 12.2, *Our Prosperous Community*, of the Westside Community Plan identifies four catalyst sites. Investment in these sites in the near future is intended to induce additional infill development within the planning area. These sites include: Rocklite and Ventura Avenue (Selby site); Kellogg and Ventura Avenue (Kellogg site); along Olive Street at Stanley Avenue (Olive Street Industrial site); and portions of AERA and Ventura Unified School District parcels, west of Ventura Avenue at Shell Road (School District/AERA). Successful investment in these areas would strengthen the economic forces that encourage other infill development to occur. The locations of these catalyst sites are shown in **Figure 4.9-6, Westside Community Plan Catalyst Sites**, and are described in Action 12.2.2 as follows:

Catalyst Site #1: Selby: 15 acres for mixed-use development with ground floor commercial and second or third story office above the ground floor. The eastern portion of the property could support high density residential to create a true mixed used development that would be a showcase for travelers as they exit the freeway at Stanley.

Catalyst Site #2: Industrial area south of Stanley Avenue, along Olive Street is to be the focus of economic development efforts to encourage green and high technology job recruitment to the City.

Catalyst Site #3: Kellogg: 2-acre site for live/work development oriented to artists lofts, with neighborhood services. With its central location on the Avenue, urban plaza and park space fronting the Avenue is a community-desired component of this catalyst site.

Catalyst Site #4: School District/AERA: portions of a 90-acre site that includes 4-5 acre Avenue School site to be considered for mixed-use development to provide transition between industrial uses to the north and newer residential and commercial uses to the south.

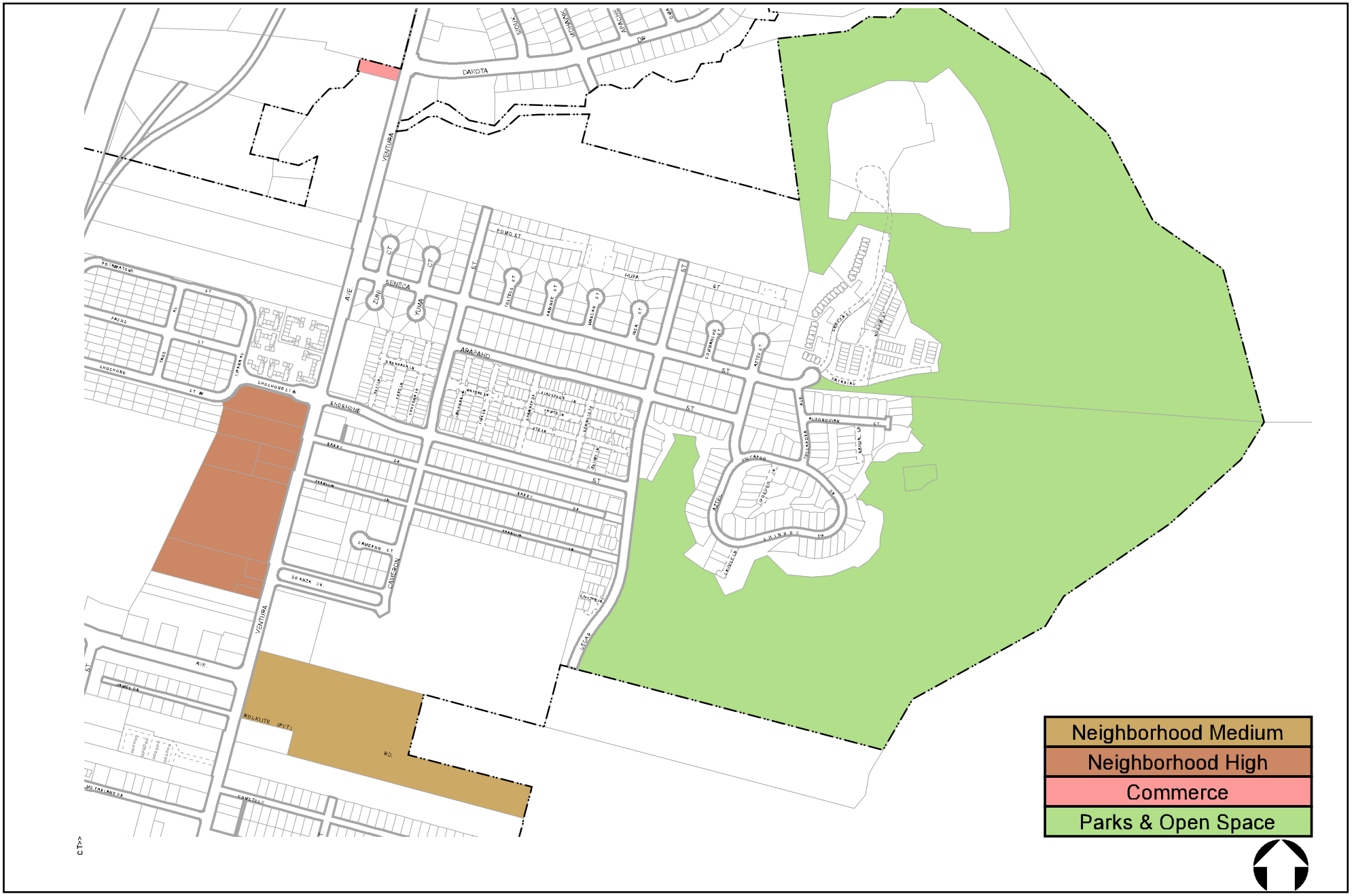

FIGURE **4.9-5**

Land Use Changes Parcel Map

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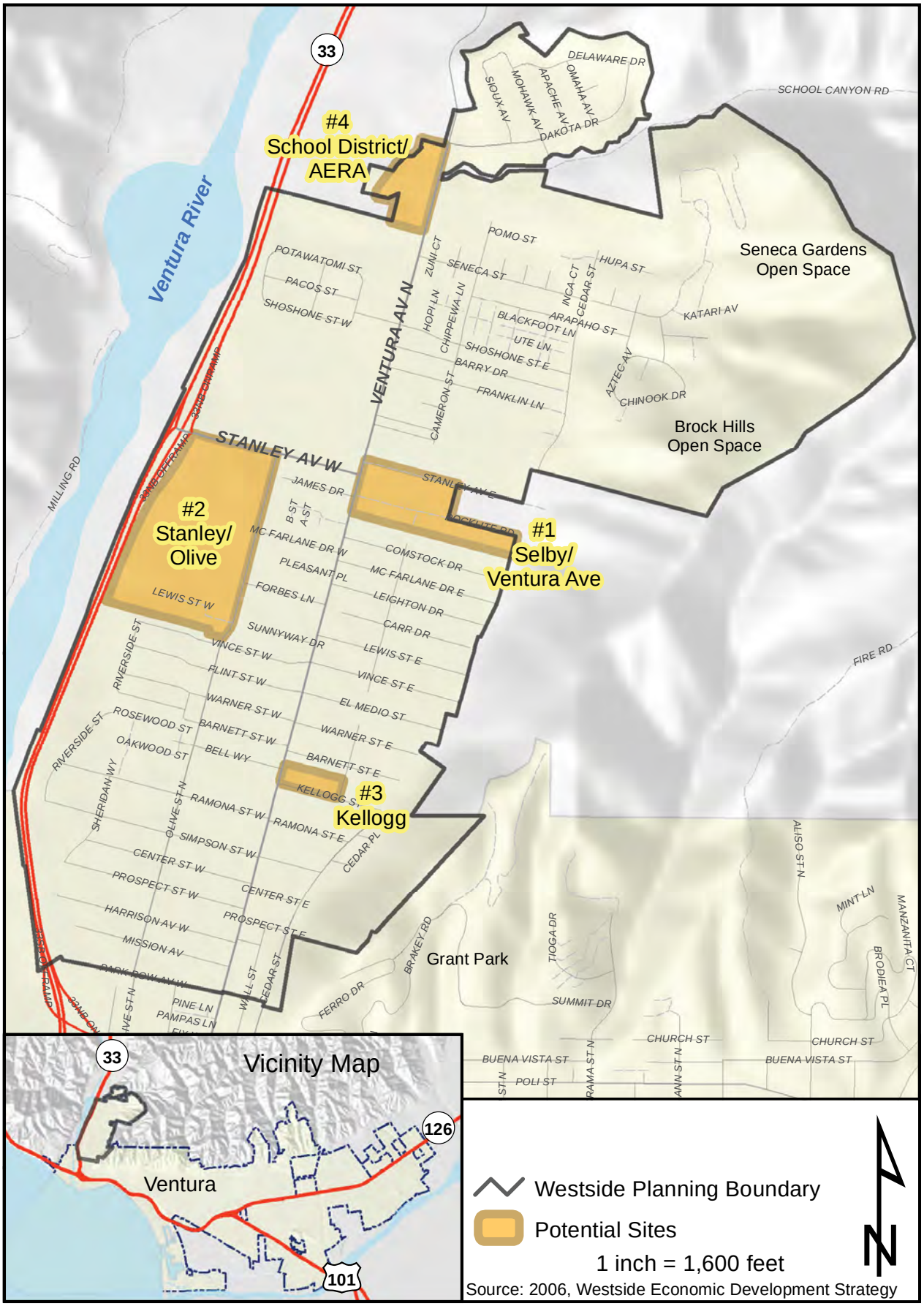

FIGURE **4.9-6**

Westside Community Plan Catalyst Sites

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Urban Design Plan

The Urban Design Plan contains a number of components designed to improve vehicular, bicycle, and pedestrian circulation within the Westside Community Plan area. The elements of the plan are shown in **Figure 4.9-7, Urban Design Plan**. Policies 12 Q and 12 R provide for enhancement of the circulation network to connect the planning area to the pedestrian core areas identified in **Figure 4.9-7**. Key circulation upgrades include:

East Stanley Avenue Extension - Currently, Stanley Avenue extends from the western boundary of the planning area to Ventura Avenue. The Urban Design Plan proposes the extension of Stanley Avenue east to connect to the proposed Cedar Street extension.

Cedar Street Extension - Cedar Street is currently discontinuous within the planning area, consisting of a road in the southern portion of the planning area that extends north from Wall Street to Kellogg Street, where it terminates. A second reach of Cedar Street extends north from a terminus near Brock Park to a terminus at Hupa Street. Cedar Street would be extended along the eastern edge of the planning area, connecting the current termini at Kellogg Street and Brock Park. A second extension of Cedar Street would extend northwest from Hupa Street to Mohawk Avenue. A portion of the second reach of Cedar Street would require development beyond the City of Ventura limit in unincorporated Ventura County land. The extension would be constructed on an easement granted to the City by the property owners. No other services would be extended to the area. The City does not propose annexation of the affected land into the City as Section 1810 of the Street and Highways Code allows a city to acquire property outside its boundaries if it is necessary to connect or widen the existing streets of the acquiring city and if the county consents to the acquisition. Therefore, this action would not be subject to LAFCO approval.

Westside Development Code

The Westside Development Code provides a transect-based zoning code that would replace the existing zoning designations in the City's Municipal Code and Zoning Map. The transect concept classifies existing land uses from undeveloped land to the most dense urban development into six transect zones of increasing density, numbered T1 through T6.

Each of the six basic transect zones represents a spectrum of development characters and intensities. Within T4, for example, these range from the almost exclusively residential, quiet neighborhood interiors, to more active and mixed-use neighborhood activity centers or neighborhood edges abutting larger, busier streets and transit corridors. Similar systematic variations exist in each zone. In order to describe

these important differences and to create a regulatory structure with some precision, a number of Sub-Zones may be defined.

The use of sub-zones enables development standards that subtly increase or decrease the intensity and urban character from one area to the next, encouraging a seamless transition from street to street and block to block. This tool also allows the standards to be calibrated to existing neighborhood characteristics on adjacent land that are intended to be preserved, protected, or extended. The four basic zones defined in the Westside Development Code are sub-zones T3, T4, T5, and SD1, which are represented by the zones T3.5, T3.6, T4.11, and T5.5; and special districts for industrial development (SD), parks and open space (POS), mobile home parks (MHP), and civic uses (CD).

T3.5 -Neighborhood General Zone

This Neighborhood General Zone is applied to areas appropriate for a mix of house and lot sizes, characterized predominately by detached single-family residences.

T3.6 - Neighborhood General Zone

This Neighborhood General Zone is applied to areas appropriate for a mix of housing types, characterized by a combination of single-family residences, and multi-plex residential buildings.

T4 and T5 Transect Subzones

The T4.11 and T5.5 subzones are designed to achieve the goals of the General Plan, the Westside By Design Plan, and the Westside Charrette plan. Those goals include:

1. Providing new commercial and civic amenities along the Corridors, within pleasant walking distance of residences in the adjoining neighborhoods,

2. Providing housing at higher densities to help reduce the City's rate of expansion into farmland and natural open space,

3. Creating a living environment that can be effectively served by transit, which will provide Venturans with a new and sustainable lifestyle alternative,

4. Ensuring that the scale and character of new development is compatible with the existing adjoining neighborhoods.

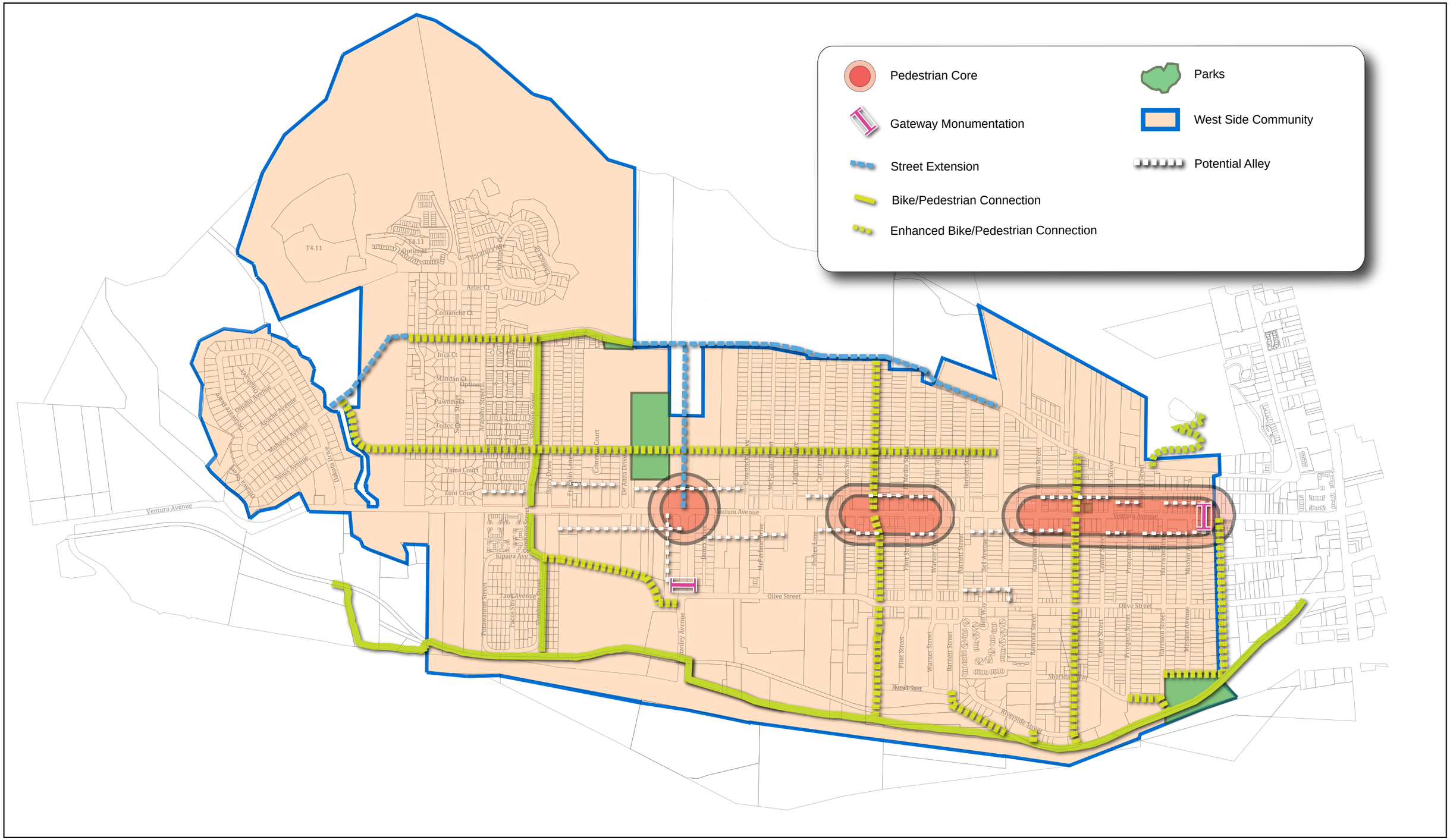

FIGURE **4.9-7**

Urban Design Plan

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T4.11 Zone

5. The design intent of the T4.11 Zone is to encourage mixed-use and higher density residential infill development. The T4.11 Zone provides for the widest range of building types to accommodate walkable streets, reasonably scaled blocks and building types that relate well to the pedestrian in neighborhoods. The sub-zone T4.11 Urban General is defined for this area, a flexible range of allowed building types for residential and mixed-uses, with buildings up to three stories, with limited provisions for four stories in the Public Open Space Incentive area along Ventura Avenue.

T5.5 Zone

The typical T5 zone for Ventura is characterized by mixed-use buildings set close to the sidewalk – many with ground floor commercial uses and higher density housing or office uses on upper floors – streets with wider sidewalks and street trees in tree grates

The five nodes along the Ventura Avenue Corridor area: Ramona Street, Vince Street, Stanley Avenue, Shoshone Street, and Dakota Drive, are identified in key planning documents – including the General Plan, the Westside Urban Design Plan, and Westside Revitalization Plan documents – as a more intense activity center with a greater emphasis on commercial use.

Accordingly, these areas are classified as T5, Urban Center. The Stanley Avenue to Shoshone Corridor area has greater block and lot sizes than the rest of these Corridors, and is thus able to accommodate larger buildings. The sub-zone T5.5 Urban Center is defined for this area, allowing buildings and streetscapes that are more urban in character than the rest of the community, with buildings up to four stories in height, with limited provision for five stories in the Public Open Space Incentive areas along Ventura Avenue.

Special Districts

Special Districts are areas of the Westside Development Code that do not correlate to the transect zones and are specially designated for their intended purpose and to remain consistent and refer to existing development standards contained in the City of Ventura Municipal Code. Three such special districts, the Special District Industrial, Special District Civic, and Special District Mobile Home Park are included in the Westside Development Code. An additional special district, parks and open space (POS) is provided for the establishment and preservation of parks and undeveloped space within the planning area.

Overlay Zones

To provide an even finer level of precision and address special planning situations, the Development Code also identifies Overlay Zones. Overlay Zones are applied to specific areas of the Regulating Plan, modifying selected development standards of the underlying Transect Zone. For instance, an overlay zone would modify some combination of the allowed building height, allowed frontage types, or specific setbacks requirements within the Overlay area as designated on the Regulating Plan, while leaving the other standards of that zone intact. The Westside Development Code provides the following overlay zones.

Shopfront Overlay: The shopfront overlay zone (denoted by red-dashed line) identifies street frontages intended to become or be maintained as areas for retail shops and other pedestrian-oriented businesses at the sidewalk level.

Hillside Management Program Overlay: The hillside management program overlay zone identifies areas that are subject to the policies of the City's Hillside Management Program. The objectives of that program allow residential development in a manner that will have the least impact on the natural environment and existing urban service systems, and direct development to areas least susceptible to geologic or environmental hazards.

Building Mass Overlay (BM): The building mass overlay zone identifies neighborhood areas that exhibit building massing that contributes to the character of a particular area. This overlay zone provides measures to ensure that future redevelopment or remodeling of property is conducted with respect to the context and form of the existing neighborhood. These measures primarily include upper story setbacks in order to maintain the single story character from the street.

Historic District Overlay (HD): The historic district overlay zone identifies one neighborhood area that exhibits numerous potential historic resources that contribute to the historic character of early 20th century housing development within the Westside. The Simpson tract is designated with this overlay. Potential areas have been identified as part of the Westside Historic Context and Survey Report. This overlay zone provides measures that ensure that future redevelopment or remodeling of property is conducted with respect to the context and form of an existing or potential proposed historic districts in the future. The creation of any new historic districts and design guidelines for such districts would be a result of neighborhood input and further developed as standalone guidelines and require future legislative action by the City Council to designate.

Mixed Use Development Overlay (MXD): The mixed-use development overlay zone identifies frontage areas along Ventura Avenue with an Industry General Plan designation and underlying Special District Industrial zone intended to promote a more urban building frontage and mix of uses while allowing industrial uses. Development proposals would be required to provide either storefront or gallery building frontage types along Ventura Avenue street frontages. Single- and multi-unit residential uses would be allowed as part of a mixed-use development proposal. Residential uses would be evaluated on a case-by-case basis by City staff for proper noise attenuation or any other necessary mitigation from either adjacent industrial uses.

Optional Zones

Optional Zones offer an alternate form-based set of regulations for properties that were recently developed or entitled as a part of a large-scale non form-based residential subdivision. Three Optional Zones are in this Code, as described in Section 24W.201. One purpose of Optional Zones is to mitigate the economic hardship caused by the creation of nonconforming structures.

T3.5 and T3.6 Optional Zones

The T3.5 and T3.6 Optional Zone are applied to particular existing conventional residential subdivisions within the Westside Community Plan area. The optional nature of the T3.5 and T3.6 standards means that the existing R-1 and R-P-D regulations continue to govern as the Base Zone, but that these properties are eligible to develop in accordance with the T3.5 and T3.6 zone requirements.

T4.11 Optional Zone

The T4.11 Optional Zone is applied to certain recently entitled or existing residential subdivisions within the Westside planning area. The T4.11 Optional Zone and applicable Overlay Zone provides for a mixture of land uses and building types. This zone is appropriate in close proximity to T5 or other T4 properties in order to provide a compatible transition of building types and land use intensities between the T4.11 Optional Zone and adjacent lower intensity properties.

T5.5 Optional Zone

The T5.5 Optional Zone is applied to certain recently entitled or existing residential subdivisions within the Westside and North Avenue Communities. The T5.5 Optional Zone and applicable overlay zone provide for a mixture of land uses and building types. This zone is appropriate in close proximity to T5 or other T4 properties in order to provide a compatible transition of building types and land use intensities between the T5.5 Optional Zone and adjacent lower intensity properties.

Westside Redevelopment Area Plant

The Westside Redevelopment Area Plan is proposed for inclusion in the City's redevelopment program with the following basic goals:

- to eliminate the existing conditions of blight;
- to complete capital improvements to upgrade and improve public infrastructure;
- to provide for economic revitalization of commercial and industrial enterprises; and
- to increase, improve, and preserve the area's supply of affordable housing.

The proposed Redevelopment Plan for the Westside Redevelopment Area details the activities proposed to be undertaken to eliminate blight and revitalize the Redevelopment Area. Per California Redevelopment Law, the land uses permitted under the proposed Redevelopment Plan would be those permitted by the City's 2005 General Plan and zoning ordinances, the Westside Community Plan and Development Code, the Downtown Specific Plan, and all other state and local guidelines as currently adopted or amended from time to time. In addition, building standards for the proposed Redevelopment Project would be regulated by the Westside Development Code and Downtown Specific Plan. The proposed Redevelopment Plan would not institute land use policies not otherwise permitted by the General Plan.

LUP-1 Would the project physically divide an established community? (Class III, Not Significant)

Analysis

The Westside Community Planning Project provides new land use designations and a development code to guide future development within the planning area. The Westside Redevelopment Area Project would provide additional tools for implementing the General Plan, Westside Community Plan, and Downtown Specific Plan. Future development would result in an intensification of development density within an existing urbanized area, and would not include features, new development, or public improvements that would physically divide the existing Westside or Downtown communities. The existing block and roadway network would be preserved, and community connectivity would be enhanced by proposed infrastructure improvements. No linear features or large developments inconsistent with existing uses that would potentially divide the Westside community are proposed under the Westside Community Planning Project.

The Westside Community Plan includes an Urban Design Plan (see **Figure 4.9-7**) that would extend Cedar street north from its existing terminus at Kellogg Avenue to Mohawk Avenue. Stanley Avenue

would be extended from its terminus at Ventura Avenue to provide a continuous street connecting the eastern and western portions of the planning area. Enhanced bicycle and pedestrian connections would also be provided. These features would enhance the pedestrian, bicycle, and motor vehicle circulation by adding street connections to the existing circulation network in the Westside Community. These roadway improvements would not, therefore, physically divide the community.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

LUP-2 Would the project 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? (Class III, Not Significant)

Analysis

City of Ventura General Plan

As discussed above, implementation of the Westside Community Plan would require amendments to the City's General Plan for the designation of land uses on some specific parcels within the planning area. The Westside Community Plan provides a set of goals, policies, and actions intended to implement General Plan policies and facilitate an 'Infill First' development strategy. The consistency of the two plans is analyzed in **Table 4.9-2, General Plan Consistency Analysis**, below.

Table 4.9-2
General Plan Policy Consistency Analysis

Policy	Consistency Analysis
Our Natural Community	
Policy 1A: Reduce beach and hillside erosion and threats to coastal ecosystem health.	Development within the Westside Community Planning Project area would not affect beach or hillside erosion. The majority of the planning area is located outside of the City's coastal zone. The southernmost portion of the Westside Redevelopment Area Project is located within the coastal zone. Most of the hillsides within the planning area would be preserved as open space. A small area of hillside proposed for residential development would be subject to the provisions of the City's Hillside Management Program, which would require measures to reduce erosion. The proposed project is consistent with Policy 1A.
Policy 1B: Increase the area of open space protected from development impacts.	The Westside Community Plan provides for the preservation of undeveloped hillside land currently designated for low-density residential development but subject to an existing permanent conservation easement. Existing parks and open space would be preserved under the plan. One parcel currently developed with agricultural uses would be designated for urban development. However, this parcel is designated for residential development on the 2005 General Plan Land Use Map, as well as having been so designated for urban development in the City's 1989 Comprehensive Plan, and the County of Ventura's General Plan. As a subject parcel of a Statement of Overriding Consideration adopted for the 2005 General Plan Final EIR, the project specific Mitigated Negative Declaration for this parcel found impacts to agricultural resources less than significant. The proposed project would increase the amount of protected open space within the planning area and is consistent with Policy 1B.
Policy 1C: Improve protection for native plants and animals.	The Westside Community Planning Project addresses the existing developed Westside of the City. Development in this existing urbanized area would avoid direct impacts to native plants and animals. Furthermore, the Westside Community Plan provides policies supporting the draft Ventura River Multi-Species Habitat Conservation Plan (see Action 12.1.3) and resource conservation generally (see Action 12.1.4) The proposed project is consistent with Policy 1C.
Policy 1D: Expand the use of green practices.	The Westside Community Plan includes a number of policies designed to expand the use of green practices within the planning area and throughout the City. In addition to encouraging the establishment of green technology businesses through catalyst projects (Actions 12.2.2, 12.2.5, 12.2.6, 12.2.12, 12.3.14), the plan would support sustainable project designs (Actions 12.2.18, 12.2.19, 12.2.20), incorporate "green street" designs into streetscapes (Action 12.4.1), and require new development to implement low-impact development (LID) techniques (Action 12.5.1). The proposed project is consistent with Policy 1D.

Policy	Consistency Analysis
Our Well Planned and Designed Community	
Policy 3A: Sustain and complement cherished community characteristics.	The Westside Community Plan's vision for the community includes "preserving neighborhood heritage" and "supporting and expanding the vibrant arts community" already present in the Westside. The plan provides policies supporting the preservation of the Westside's local heritage and history (Actions 12.3.4, 12.3.5, 12.3.8). The proposed project is consistent with Policy 3A.
Policy 3B: Integrate uses in building forms that increase choice and encourage community vitality.	The Westside Community Plan provides a flexible form-based code that encourages mixed-use development. (See Actions 12.2.21, 12.2.22, 12.2.23, 12.3.9, 12.3.10, 12.3.11, 12.3.15, 12.3.16, 12.3.17, 12.3.18) The Westside Development Code provides for a wide range of structure types intended to increase development flexibility (see Development Code Section 24W.206, Building Type Standards). The proposed project is consistent with Policy 3B.
Policy 3C: Maximize use of land in the city before considering expansion.	The proposed project would facilitate development within an existing urban area per the 2005 General Plan 'Infill First' strategy. Future development would maximize the development potential of the planning area to preserve open space and prevent unsustainable sprawling of the City. The proposed project is consistent with Policy 3C.
Policy 3D: Continue to preserve agricultural and other open space lands within the City's Planning Area.	See analysis for Policy 1B above. The proposed project is consistent with Policy 3D.
Policy 3E: Ensure the appropriateness of urban form through modified development review.	The Westside Community Plan provides a form-based Development Code that would allow flexibility in future development (see analysis for Policy 3B above) while preserving the natural and cultural values of the Westside area (see analysis for Policies 1C and 3A above). The proposed project is consistent with Policy 3E.
2008 Housing Element	
Goal 1 Maintain and improve the quality of existing housing and residential neighborhoods in Ventura.	The Westside Community Planning Project would regulate future development in the planning area under policies designed to preserve the character of the Westside community while improving the quality of development and reducing blight. The proposed project is consistent with Goal 1.
Goal 2 Facilitate the provision of a range of housing types to meet the diverse needs of the community.	The Westside Development Code provides for a number of residential building types that would allow flexibility for future development (see analysis for Policy 3B above). The Westside Community Plan provides policies that support the provision of housing for all income levels (Action 12.2.17). The proposed project is consistent with Goal 2.
Goal 3 Provide adequate housing sites through appropriate land use and zoning designations to accommodate the City's share of the regional housing needs.	See analysis for Goal 2 above. The proposed project is consistent with Goal 3.
Goal 4 Mitigate or remove any potential governmental constraints to housing production and affordability.	See analysis for Goal 2 above. The proposed project is consistent with Goal 4.
Goal 5 Promote equal opportunity for all residents to reside in the housing of their choice.	See analysis for Goal 2 above. The proposed project is consistent with Goal 5.

Policy	Consistency Analysis
Our Accessible Community	
Policy 4A: Ensure that the transportation system is safe and easily accessible to all travelers.	The Westside Community Plan would expand the existing road network through the extension and relocation of existing streets (Action 12.4.3). The plan would develop enhanced pedestrian and bicycle circulation infrastructure to increase connectivity and accessibility throughout the Westside Community Plan area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The proposed project is consistent with Policy 4A.
Policy 4B: Help reduce dependence on the automobile.	The Westside Community plan would provide enhanced bicycle and pedestrian facilities (see analysis for Policy 4A above) and provides policies for improved and expanded public transit access throughout the planning area (Actions 12.4.22, 12.4.23, 12.4.24). The proposed project is consistent with Policy 4B.
Policy 4C: Increase transit efficiency and options.	See analysis for Policy 4B above. The proposed project would be consistent with Policy 4C.
Policy 4D: Protect views along scenic routes.	State Route 33, which is adjacent to the planning area's western boundary, is identified in the City's General Plan. As discussed in **Section 4.1, Aesthetics**, future development under the uses allowed by the Westside Community Planning Project would be consistent with existing urbanized uses and would not have an adverse effect on views from State Route 33. The proposed project is consistent with Policy 4D.
Our Sustainable Infrastructure	
Policy 5A: Follow an approach that contributes to resource conservation.	Policy 12C in the Westside Community Plan mirrors this General Plan policy, and provides actions (12.1.4, 12.1.5, 12.1.6) that would implement this policy through supporting mitigation of hydrological impacts to the Ventura River watershed. The proposed project is consistent with this policy.
Policy 5B: Improve services in ways that respect and even benefit the environment.	See analysis for Policies 1C and 5A above. The proposed project would be consistent with Policy 5B.
Our Active Community	
Policy 6A: Expand the park and trail network to link shoreline, hillside, and watershed areas.	The Westside Community Plan would provide for the expansion of existing trails connecting to the Ventura River (Action 12.1.1, 12.1.2, 12.4.8), to adjacent hillside areas (Action 12.4.13, 12.6.6) and throughout the planning area (see analysis for Policy 4B above). The proposed project is consistent with Policy 6A.
Policy 6C: Provide additional gathering spaces and recreation opportunities.	The Westside Community Plan includes policies intended to provide expanded public spaces (Action 12.6.1, 12.6.2, 12.6.3, 12.6.4, 12.9.5, and new Action 12.6.V, 12.6.W, 12.6.X, 12.6.Y, 12.6Z per Council Direction, June 6, 2011) that would be available to all residents of and visitors to the planning area. The proposed project is consistent with Policy 6B.
Our Healthy & Safe Community	
Policy 7B: Minimize risks from geologic and flood hazards.	The Westside Community Plan provides policies intended to implement this General Plan policy by reducing risk from floods (Action 12.7.1, 12.7.2, 12.7.3) and seismic hazards (Actions 12.4.12, 12.4.13). Future development in the planning area would be required to provide geology studies, when needed, and comply with the City's Hillside Management program and floodplain ordinance. The proposed project is consistent with Policy 7B.

Policy	Consistency Analysis
Policy 7C: Optimize firefighting and emergency response capabilities.	The Westside Community Plan would provide extensions to the circulation system in the planning area that would improve vehicular circulation and emergency access (see analysis for Policy 4A above). The proposed project is consistent with Policy 7C.
Policy 7D: Minimize exposure to air pollution and hazardous substances.	The Westside Community Plan provides policies that would reduce exposure to air pollution through the reduction of vehicle trips (see analysis for Policy 4B above) and exposure to hazardous substances (Action 12.7.4). The proposed project is consistent with Policy 7D.
Policy 7E: Minimize the harmful effects of noise.	The Westside Community Plan provides policies designed to ensure that future development locates residential development that is compatible with noise generated by commercial development in mixed-use areas (Action 12.2.23). General Plan Action 7.32 would require the implementation of mitigation measures to minimize the harmful effects of noise if new residential developments are located within areas that exceed 60 db(A) CNEL or within any area designated for commercial or industrial use, would require acoustical analyses and mitigation necessary to ensure that exterior noise does not exceed 65 dB(A) CNEL and interior noise does not exceed 45 dB(A) CNEL with all windows closed. Reduction of vehicle trips (see analysis for Policy 4B above) would reduce another significant component of urban noise. The proposed project is consistent with Policy 7E.
Our Creative Community	
Policy 9A: Increase public art and cultural expression throughout the community.	The Westside Community Plan recognizes and preserves the Westside area's artistic heritage through policies designed to preserve existing public art and provide new public art (Action 12.9.1, 12.9.2). The proposed project is consistent with Policy 9A.
Policy 9B: Meet diverse needs for performance, exhibition, and workspace.	Policy 12 FF in the Westside Community Plan mirrors this General Plan policy and provides implementation measures (Action 12.9.3, 12.9.4, 12.9.5) that would provide opportunities for artistic performance, exhibition, and workspace. The proposed project is consistent with Policy 9B.
Policy 9C: Integrate local history and heritage into urban form and daily life.	See analysis for Policy 3A above. The proposed project is consistent with Policy 9C.
Policy 9D: Ensure proper treatment of archeological and historic resources.	The Westside Community Plan provides policies for the preservation of the historical character of the Westside area (Action 12.3.8) and important local art (Action 12.9.1). A complete analysis of archaeological and historic resources in the Westside area is provided in **Section 4.4, Cultural (Historic) Resources**. The proposed project is with Policy 9D.

Based on the analysis provided in **Table 4.9-2**, the Westside Community Planning Project would be consistent with applicable General Plan policies.

Downtown Specific Plan

The Downtown Specific Plan provides a set of goals, policies, and actions intended to implement General Plan policies. These policies would apply to 36 acres of the planning area that are part of the Westside

Redevelopment Project but lie beyond the boundary of the Westside Community Plan. The consistency of the two plans is analyzed in **Table 4.9-3, Downtown Specific Plan Consistency Analysis**, below.

Table 4.9-3
Downtown Specific Plan Consistency Analysis

Policy	Consistency Analysis
Ventura's Unique Character	
Policy 1A: Enhance, preserve, and celebrate the Downtown's historic and prehistoric resources.	Implementation of the Westside Redevelopment Area Plan would not conflict with implementation of this policy. The Redevelopment Project proposes no changes in land use or specific development projects that would affect historic or prehistoric resources.
Policy 1B: New development and the substantial remodel of existing development in the Downtown shall be consistent with the purpose and intent of this Specific Plan and the Development Code.	The Westside Redevelopment Area Plan would facilitate the removal of blight within the affected area of the Downtown Specific Plan. Development in this area would comply with all applicable policies of the Downtown Specific Plan and Development Code.
Policy 1C: Preserve and enhance public views of the ocean, mountains and culturally significant buildings such as San Buenaventura Mission and City Hall.	The Westside Redevelopment Area Plan proposes no changes in land use or specific development projects that would affect views within the Downtown Specific Plan area.
Policy 1D: Provide a mix of uses in the Urban Core. Buildings should accommodate retail businesses, offices, and/or restaurants on the ground floor that depend on foot traffic and exposure to pedestrians.	Development within the portion of the Westside Redevelopment Area Plan area that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 1E: Revitalize Main, Oak, and California Streets as the central shopping streets in the Urban Core. Retail and restaurant infill development shall be focused along these streets to create a continuous line of ground level uses.	Development within the portion of the Westside Redevelopment Area Plan area that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 1G: Coordinate private development and public improvements to facilitate a coherent and attractive urban neighborhood in the west-side area of Downtown.	Development within the portion of the Westside Redevelopment Area Plan area that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 1H: Establish compatible retail businesses and/or restaurants on the ground floor in the Neighborhood Center zones that depend on foot traffic and exposure to pedestrians.	Development within the portion of the Westside Redevelopment Area Plan area that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 1J: Establish and maintain an enhanced, interconnected system of Downtown public parks, trails and open space.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies supporting the provision of open space and recreational areas. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Animating the Public Realm	
Policy 3A: Enhance the public realm through careful placement and design of street trees, public art, street furnishings, bike racks, landscaping, signage, newsstands, street lights, paving and trash receptacles.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding streetscape improvements. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.

Policy	Consistency Analysis
Policy 3B: Establish attractive Downtown gateways from East Main Street, and West Main Street, California Street, Ventura Avenue, Harbor Boulevard and Oak Street (after freeway improvements are completed at Oak).	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding streetscape improvements. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 3C: Re-connect Downtown to the beach and promote other linkages to the hillsides and Ventura River. Enhance such places for future generations to enjoy.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding linkages to beaches, hillsides, and the Ventura River. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Economic Vitality	
Policy 4B: Activate the Downtown by incorporating a complementary range of commercial, residential and institutional uses to establish around-the-clock activity and promote tourism.	Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 4C: Regenerate and diversify the Downtown economic base.	Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 4D: Consistent with the General Plan's predicted development intensity and pattern, monitor and, as necessary, redirect residential and commercial growth.	Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Housing Renaissance	
Policy 5A: Facilitate production of a range of housing types that meet the diverse needs of the community.	Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 5B: Maximize housing opportunities by promoting efficient use of land and resources.	Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 5C: Augment the historic and unique character of the Downtown by ensuring new residential development and remodels exhibit the highest standards of architecture, urban design, and landscaping.	Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan and development code.
Mobility	
Policy 6A: Provide access to and around the Downtown through a variety of options, emphasizing rail, buses, bikes, and walking.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding transportation infrastructure. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 6B: Reconnect Downtown with the beach for all forms of circulation, especially pedestrian, prioritizing the California Street bridge over Highway 101 as the focal point for re-establishing this connection. Other secondary connections shall be reinforced on Figueroa Street, San Jon Road, the Ash Street bridge, and through the pedestrian tunnel under the freeway at Ventura Avenue.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding linkages to beaches. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.

Policy	Consistency Analysis
Policy 6C: While promoting alternative resident and visitor transportation modes, maintain adequate vehicle movement for commercial use and public safety.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding transportation infrastructure. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 6D: Maintain all streets at their current number of lanes, or fewer. Allow minor widening of right-of-way only to facilitate pedestrian and other non-auto-oriented mobility efforts.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding transportation infrastructure. Development within the portion of the Westside Redevelopment Project Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Park Once	
Policy 7A: Manage parking to meet demand in the Downtown through a variety of measures including pricing, parking meters, public parking structures and revised parking standards.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding transportation infrastructure. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 7B: Take advantage of opportunities to consolidate parking into centralized structures and convert some Downtown surface lots (including the many small, inefficient, and scattered private lots) into new uses that benefit the community.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding transportation infrastructure. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Sustainable Infrastructure	
Policy 8A: Reduce beach erosion, hillside erosion, and threats to coastal ecosystem health.	The Westside Redevelopment Project would not conflict with Downtown Specific Plan policies regarding coastal preservation. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 8B: Improve protection for native plants and animals and maintain the urban canopy.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding protection of native plant and animal species. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 8C: Improve the quality of urban stormwater runoff and groundwater recharge.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding stormwater runoff and recharge. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.
Policy 8D: Provide adequate public facilities and services to serve new development and maintain current services.	The Westside Redevelopment Area Plan would not conflict with Downtown Specific Plan policies regarding public facilities and services. Development within the portion of the Westside Redevelopment Area Plan that is subject to the Downtown Specific Plan would occur under the land uses permitted in the specific plan.

Based on the analysis provided in **Table 4.9-3**, those portions of the Westside Redevelopment Area Plan within the Downtown Specific Plan area would be consistent with applicable Downtown Specific Plan policies.

Hillside Management Program

The majority of the planning area is located on topographically flat land, which would not be subject to the City's Hillside Management Program. Areas in the northeastern and southeastern portions of the planning area contain slopes that would require future development to comply with the Hillside Management Program. The northeastern area would be designated parks and open space (POS), T3.5 and T4.11 under the Westside Community Plan. The southeastern area would be designated T4.11 and T3.6. The Westside Community Planning Project's consistency with applicable objectives of the Hillside Management Program is assessed in **Table 4.9-4, Hillside Management Program Consistency Analysis**, below.

Table 4.9-4
Hillside Management Program Consistency Analysis

Objective	Consistency Analysis
Development/Timing	
To encourage additional residential development in Ventura's hillsides, as a part of the City's Comprehensive Plan for overall community development	The Westside Community Plan proposes land use designations that would allow for neighborhood development in the hillside area. The proposed project is consistent with this objective.
To direct hillside development to areas where it will have the least impact on the City's existing urban service systems, while postponing development of areas which would require major expansion of existing systems, both in the hillside and flatland areas.	The hillside area where development would be permitted contains existing urban development, and is adjacent to the Westside area's urban core. Major expansions of public services and utilities to areas currently lacking service would not be required. The proposed project is consistent with this objective.
To direct hillside development to areas that are least susceptible to geologic and other environmental hazards, as well as fire hazards, while postponing development in those areas which are more prone to such hazards.	Site-specific geological studies would be required for future development within the planning area. The hillside area where development would be permitted contains existing urban development, and is adjacent to the Westside area's urban core. The proposed project is consistent with this objective.
Land Use	
To relate the number and distribution of dwelling units in future hillside development to topographic, geologic, hydrologic and fire hazard conditions, in order to minimize dangers to life and property	Development allowed under the Westside Community Plan would comply with the requirements of the City's Hillside Management Program. The Westside Community Plan would concentrate hillside development at lower elevations in the southeastern portion of the planning area, while hillside areas with higher elevations present in the northeastern portion of the planning area would be mostly preserved as open space. Areas with proposed urban land uses in the northeastern hillside area are located at lower elevations. The proposed project is consistent with this objective.
To protect the natural and scenic resources of the Hillside Area in conjunction with future hillside development	The Westside Community Plan would concentrate hillside development at lower elevations in the southeastern portion of the planning area, while hillside areas with higher elevations are present in the northeastern portion of the planning area would be mostly preserved as open space. Areas with proposed urban land uses in the northeastern hillside area are located at lower elevations. Development at lower elevations would reduce impacts to hillside and ridgeline views. The proposed project is consistent with this objective. Development at lower elevations would reduce impacts to hillside and ridgeline views.

Objective	Consistency Analysis
To provide a variety of housing opportunities in the Hillside Area	The Westside Development Code provides for a number of residential building types that would allow flexibility for future development (see analysis for Policy 3B above). The Westside Community Plan provides policies that support the provision of housing for all income levels (Action 12.2.17). The proposed project is consistent with this objective.
To ensure that public access to the Hillside Area is not unduly restricted by future development	The Westside Community Plan would provide for the expansion of existing trails connecting to adjacent hillside areas (Action 12.4.13, 12.6.6) and throughout the planning area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The proposed project is consistent with this objective.
Circulation	
To provide public access to the scenic features of the City	The Westside Community Plan would provide for the expansion of existing trails connecting to adjacent hillside areas (Action 12.4.13, 12.6.6) and throughout the planning area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The proposed project is consistent with this objective
To provide for safe and efficient means of ingress and egress into the Hillside Area for day-to-day vehicle and pedestrian traffic, as well as ready access for emergency vehicles	The Westside Community Plan would expand the existing road network through the extension and relocation of existing streets along the planning area's eastern boundary (Action 12.4.3). The plan would develop enhanced pedestrian and bicycle circulation infrastructure to increase connectivity and accessibility throughout the Westside Community Plan area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The proposed project is consistent with this objective
Resource Protection	
To maintain the scenic character of the hillsides in areas of future development by preserving significant natural landmarks and scenic ridgelines and slopes	The Westside Community Plan would concentrate hillside development at lower elevations. Development at lower elevations would reduce impacts to hillside and ridgeline views. The proposed project is consistent with this objective. Development at lower elevations would reduce impacts to hillside and ridgeline views.
To provide increased recreational opportunities for existing and future hillside residents, by improving access to existing parks and establishing additional parks or open, non-developed areas in conjunction with future hillside development	The Westside Community Plan would provide for the expansion of existing trails connecting to adjacent hillside areas (Action 12.4.13, 12.6.6) and throughout the planning area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The proposed project is consistent with this objective
To minimize the impact of hillside development on sensitive natural habitats and historical and archaeological resources	The Westside Community Planning Project would locate future development in the City's existing urban core. Development in existing urbanized areas would avoid most impacts to native plants and animals. Furthermore, the Westside Community Plan provides policies supporting the Ventura River Multi-Species Habitat Conservation Plan (see Action 12.1.3) and resource conservation generally (see Action 12.1.4) The Westside Community Plan's vision for the community includes "preserving neighborhood heritage" and "supporting and expanding the vibrant arts community" already present in the Westside. The plan provides policies supporting the preservation of the Westside's local heritage and history (Actions 12.3.4, 12.3.5, 12.3.8). Where historic or prehistoric resources could be affected, individual development projects under the Westside Community Plan would be required to conduct project-specific resources studies. The proposed project is consistent with this objective.
Project Review Standards	

Objective	Consistency Analysis
To preserve the natural character and appearance of the hillsides	The Westside Community Plan would concentrate hillside development at lower elevations. Development at lower elevations would reduce impacts to hillside and ridgeline views. The proposed project is consistent with this objective. Development at lower elevations would reduce impacts to hillside and ridgeline views.
To provide for the safe and efficient disposal of storm water runoff from hillside development, while minimizing costs of expanding flatland drainage systems to accommodate additional hillside runoff	The hillside area where development would be permitted contains existing urban development, and is adjacent to the Westside area's urban core. Major expansions of public services and utilities to areas currently lacking service would not be required. The proposed project is consistent with this objective.
To minimize adverse visual impacts which may result from the design and placement of drainage facilities, by maintaining existing channels in a natural state, and allowing flexibility in the design of individual drainage systems	The Westside Community Plan would concentrate hillside development, including drainage infrastructure, at lower elevations. Development at lower elevations would reduce impacts to hillside and ridgeline views. The proposed project is consistent with this objective. Development at lower elevations would reduce impacts to hillside and ridgeline views.
To ensure the maximum level of safety to both existing and future hillside residents in the event of seismic activity, or other natural occurrences, through the proper evaluation and consideration of geologic hazards in future hillside development	Site-specific geological studies would be required for future development within the planning area. The hillside area where development would be permitted contains existing urban development, and is adjacent to the Westside area's urban core. The proposed project is consistent with this objective.
To ensure the planting of hillside slopes in such a manner as to aid in controlling erosion and fire hazards, stabilizing exposed slopes, and reducing water consumption for landscaping purposes	Future development in hillside areas allowed under the Westside Community Plan would comply with all applicable regulations regarding slope stabilization, water use reduction, and fire hazard abatement. The proposed project is consistent with this objective.
To enhance the visual character of hillside development through the use of appropriate landscaping methods and materials	Future development in hillside areas allowed under the Westside Community Plan would comply with all applicable regulations regarding appropriate landscaping methods and materials. The proposed project is consistent with this objective.
To minimize the adverse visual impact of streets on the hillside landscape	The Westside Community Plan would concentrate hillside development, including circulation infrastructure, at lower elevations. Development at lower elevations would reduce impacts to hillside and ridgeline views. The proposed project is consistent with this objective. Development at lower elevations would reduce impacts to hillside and ridgeline views.
To establish internal street systems in future hillside developments which permit safe and efficient travel for motor vehicles, bicycles, and pedestrians, and ensure ready access for emergency vehicles	The Westside Community Plan would expand the existing road network through the extension and relocation of existing streets (Action 12.4.3). The plan would develop enhanced pedestrian and bicycle circulation infrastructure to increase connectivity and accessibility throughout the Westside Community Plan area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The proposed project is consistent with this objective.

Based on the analysis provided in **Table 4.9-4**, the Westside Community Planning Project would be consistent with the City's Hillside Management Program.

Floodplain Ordinance

The City's floodplain ordinance regulates development within the FEMA 100-year floodplain as designated on the relevant flood insurance rate map (FIRM). Westside Community Plan Policy 12AA

would minimize the Westside Community Planning Project area's exposure to floods, landslides, and hazardous substances. Policy 12.7.1 would require new development within the 100-year floodplain to implement measures, as identified in the floodplain ordinance, to protect structures from 100-year flood hazards. Since the Westside Community Plan would require implementation of measures provided in the floodplain ordinance for structures within the 100-year floodplain, the proposed project would be consistent with the City's floodplain ordinance.

California Coastal Act

As shown in **Figure 4.9-4**, the majority of the planning area is located outside of the coastal zone, and is not subject to the California Coastal Act. The Westside Community Plan Area is located north and east of the coastal zone boundary. A small portion of the planning area within the Westside Redevelopment Area Project area is within the coastal zone boundary. This area would be subject to the policies of the California Coastal Act. The Westside Community Planning Project does not propose any changes to land uses in this area, but would add the area within the Westside Redevelopment Area Plan to the City's existing redevelopment program.

The area within the coastal zone is located within the City's Downtown Specific Plan planning area, and would be subject to the policies and development standards provided in that specific plan. The EIR prepared for the Downtown Specific Plan considered that plan's consistency with applicable policies of the California Coastal Act, and concluded that the specific plan would be consistent with all such policies.[3] As future development in the area subject to the coastal act would occur under the land uses and development standards provided in the Downtown Specific Plan, and no changes to land use are proposed by the Westside Community Planning Project in this area, the project would be consistent with the California Coastal Act.

SCAG Regional Comprehensive Plan and Guide

As discussed above, SCAG has prepared its Regional Comprehensive Plan to provide a vision for accommodating future growth in the SCAG planning area. An analysis of policy consistency between the Westside Community Plan and the Regional Comprehensive Plan and Guide is provided in **Table 4.9-5, SCAG Regional Comprehensive Plan Consistency Analysis**, below.

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3 City of Ventura, *Downtown Specific Plan EIR*, (2007) 4.3-7–4.3-11.

Table 4.9-5
SCAG Regional Comprehensive Plan Consistency Analysis

Goal	Consistency Analysis
Land Use and Housing	
Focusing growth in existing and emerging centers and along major transportation corridors	The proposed project would implement the 2005 General Plan 'Infill First' strategy and increase development intensity in an existing urban area. Future development would maximize the development potential of the planning area. The proposed project is consistent with this goal.
Creating significant areas of mixed-use development and walkable, "people-scaled" communities	The Westside Community Plan and Downtown specific Plan provide a flexible form-based code that encourages mixed-use development. (See Actions 12.2.21, 12.2.22, 12.2.23, 12.3.9, 12.3.10, 12.3.11, 12.3.15, 12.3.16, 12.3.17, 12.3.18) The Westside Community plan would provide enhanced bicycle and pedestrian facilities (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11) throughout the planning area. The proposed project is consistent with this goal.
Providing new housing opportunities, with building types and locations that respond to the region's changing demographics	The Westside Development Code and Downtown Specific Plan provide for a number of residential building types that would allow flexibility for future development (see analysis for Policy 3B above). The Westside Community Plan provides policies that support the provision of housing for all income levels (Action 12.2.17). The Downtown Specific Plan identifies a multimodal transit center as a catalyst project and identifies potential locations within the Downtown Specific Plan area. The proposed project is consistent with this goal.
Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations	The Westside Community plan would provide enhanced bicycle and pedestrian facilities (see analysis for Policy 4A above) and provides policies for improved and expanded public transit access throughout the planning area (Actions 12.4.22, 12.4.23, 12.4.24). The proposed project is consistent with Policy 4B.
Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new business and housing on vacant lots	The proposed project would increase development intensity in an existing urban area. Future development would maximize the development potential of the planning area. The proposed project is consistent with this goal.
Preserving existing, stable, single-family neighborhoods	The Westside Community Planning Project would regulate future development in the planning area under policies designed to preserve the character of the Westside community while improving the quality of development and reducing blight. The proposed project is consistent with this goal.
Protecting important open space, environmentally sensitive areas, and agricultural lands from development	The Westside Community Plan provides for the preservation of undeveloped hillside land currently designated for low-density residential development. Designated existing parks and open space would be preserved under the plan. One parcel currently developed with agricultural uses would be designated for urban development on the 2005 General Plan Land Use Map, as well as having been so designated for urban development in the City's 1989 Comprehensive Plan, and the County of Ventura's General Plan. As a subject parcel of a Statement of Overriding Consideration adopted for the 2005 General Plan Final EIR, the project specific Mitigated Negative Declaration for this parcel found impacts to agricultural resources less than significant. The proposed project would increase the amount of protected open space within the planning area and is consistent with this goal.

Goal	Consistency Analysis
Open Space and Habitat	
Ensure a sustainable ecology by protecting and enhancing the region's open space infrastructure and mitigate growth and transportation related impacts by: – Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems – Conserving wildlife linkages as critical components of the region's open space infrastructure – Coordinating transportation and open space to reduce transportation impacts to natural lands	The Westside Community Plan provides for the preservation of undeveloped hillside land currently designated for low-density residential development. Designated existing parks and open space would be preserved under the plan. The Westside Community Plan provides policies supporting the Ventura River Multi-Species Habitat Conservation Plan (see Action 12.1.3) and resource conservation generally (see Action 12.1.4). The proposed project would increase the amount of protected open space within the planning area and is consistent with this goal.
Enhance the region's parks, trails, and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region by: – Creating new community open space that is interconnected, accessible, equitably distributed, provides public health benefits, and meets the changing and diverse needs of communities – Improving existing community open space through urban forestry and other programs that provide environmental benefits	The Westside Community Plan provides for the preservation of undeveloped hillside land currently designated for low-density residential development. Designated existing parks and open space would be preserved under the plan. The Westside Community Plan would provide for the expansion of existing trails connecting to the Ventura River (Action 12.1.1, 12.1.2, 12.4.8), to adjacent hillside areas (Action 12.4.13, 12.6.6) and throughout the planning area (see analysis for Policy 4B above). The proposed project is consistent with this goal.
Preserve the productivity and viability of the region's agricultural lands while supporting a sustainable economy and region by: – Maintaining a viable level of agriculture to support economic and food supply needs for the region while supporting sustainable energy, air quality, and transportation policies – Promote and support a locally grown food system by encouraging community farming initiatives that use sustainable farming practices	The Westside Community Plan provides for the preservation of undeveloped hillside land currently designated for low-density residential development. Designated existing parks and open space would be preserved under the plan. One parcel currently developed with agricultural uses would be designated for urban development on the 2005 General Plan Land Use Map, as well as having been so designated for urban development in the City's 1989 Comprehensive Plan, and the County of Ventura's General Plan. As a subject parcel of a Statement of Overriding Consideration adopted for the 2005 General Plan Final EIR, the project specific Mitigated Negative Declaration for this parcel found impacts to agricultural resources less than significant. The proposed project would increase the amount of protected open space within the planning area and is consistent with this goal.
Water	
Develop sufficient water supplies through environmentally sustainable imports, local conservation and conjunctive use, reclamation and reuse to meet the water demands created by continuing growth	The Westside Community Plan would require new development to implement low-impact development (LID) techniques (Action 12.1.5, 12.5.1) that would increase opportunities for groundwater recharge. Where appropriate, new development will install infrastructure (purple pipe) for potential reclaimed water use. In addition, future development will address water efficiency goals established in the City's 2010 Urban Water Management Plan and Water Efficiency Plan. The proposed project is consistent with this goal.
Achieve water quality improvements through implementation of land use and transportation policies and programs that promote water stewardship and eliminate water impairments and waste in the region	Future development under the Westside Community Plan would be required to use the City's current master plan and hydrological model to evaluate water supply to determine capacity, supply and infrastructure requirements (Action 12.5.4). The proposed project is consistent with this goal.
Energy	

Goal	Consistency Analysis
Reduce our region's consumption of non-renewable energy by: – Supplying the energy needs of the region today in a way that reduces the negative environmental impacts, social inequities, and economic hardship on future generations – Developing the infrastructure and social capital to adapt to a future energy economy with a constrained supply	The Westside Community Plan includes a number of policies designed to expand the use of green practices within the planning area and throughout the City. In addition to encouraging the establishment of green technology businesses through catalyst projects (Actions 12.2.2, 12.2.5, 12.2.6, 12.2.12, 12.3.14). The Westside Community plan would reduce vehicle trips by providing enhanced bicycle and pedestrian facilities (see analysis for Policy 4A above) and provides policies for improved and expanded public transit access throughout the planning area (Actions 12.4.22, 12.4.23, 12.4.24). The proposed project is consistent with this goal.
Increase the share of renewable energy in the region by: – Ensuring the resiliency of the region's economy be encouraging and supporting renewable energy infrastructure – Developing renewable energy sources that reduce the amount of air emissions emitted through the combustion of fossil fuels.	The Westside Community Plan includes a number of policies designed to expand the use of green practices within the planning area and throughout the City. In addition to encouraging the establishment of green technology businesses through catalyst projects (Actions 12.2.2, 12.2.5, 12.2.6, 12.2.12, 12.3.14). The proposed project is consistent with this goal.
Air Quality	
Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable	The Westside Community plan would reduce vehicle trips by providing enhanced bicycle and pedestrian facilities (see analysis for Policy 4A above) and provides policies for improved and expanded public transit access throughout the planning area (Actions 12.4.22, 12.4.23, 12.4.24). The proposed project is consistent with this goal.
Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas	The Westside Community plan would reduce vehicle trips by providing enhanced bicycle and pedestrian facilities (see analysis for Policy 4A above) and provides policies for improved and expanded public transit access throughout the planning area (Actions 12.4.22, 12.4.23, 12.4.24). The proposed project is consistent with this goal
Minimize land uses that increase the risk of air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM10, PM2.5, ultrafine) and carbon monoxide	The Westside Community Plan provides policies that would reduce exposure to air pollution through the reduction of vehicle trips (see analysis for Policy 4B above) and exposure to hazardous substances (Action 12.7.4). The proposed project is consistent with this goal.
Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents	The Westside Community Plan includes a number of policies designed to expand the use of green practices within the planning area and throughout the City. In addition to encouraging the establishment of green technology businesses through catalyst projects (Actions 12.2.2, 12.2.5, 12.2.6, 12.2.12, 12.3.14), the plan would support sustainable project designs (Actions 12.2.18, 12.2.19, 12.2.20), incorporate "green street" designs into streetscapes (Action 12.4.1), and require new development to implement low-impact development (LID) techniques (Action 12.5.1). The proposed project is consistent with this goal.
Solid Waste	
A region that conserves our natural resources, reduces our reliance on landfills, and creates new economic opportunities is the most environmentally responsible manner possible	As discussed in **Section 4.12.6, Public Services – Solid Waste**, the City of Ventura currently diverts more than 70 percent of its solid waste from landfills, exceeding state requirements under AB 939. The proposed project is consistent with this goal.

Goal	Consistency Analysis
Transportation	
A more efficient transportation system that reduces and better manages vehicle activity	The Westside Community Plan would expand the existing road network through the extension and relocation of existing streets (Action 12.4.3). The plan would develop enhanced pedestrian and bicycle circulation infrastructure to increase connectivity and accessibility throughout the Westside Community Plan area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The proposed project is consistent with this goal.
A cleaner transportation system that minimizes air quality impacts and is energy efficient	The Westside Community plan would provide enhanced bicycle and pedestrian facilities (see analysis for Policy 4A above) and provides policies for improved and expanded public transit access throughout the planning area (Actions 12.4.22, 12.4.23, 12.4.24). The proposed project is consistent with this goal.

Based on the analysis provided in **Table 4.9-5**, the Westside Community Planning Project would be consistent with the SCAG Regional Comprehensive Plan and Guide.

SCAG Regional Transportation Plan

As discussed above, SCAG has prepared its Regional Transportation Plan to provide a vision for accommodating future traffic in the SCAG planning area. An analysis of policy consistency between the Westside Community Plan and the Regional Transportation Plan is provided in **Table 4.9-6, SCAG Regional Transportation Plan Consistency Analysis**, below.

Table 4.9-6
SCAG Regional Transportation Plan Consistency Analysis

Goal	Consistency Analysis
Maximize mobility and accessibility for all people and goods in the region Ensure travel safety and reliability for all people and goods in the region Preserve and ensure a sustainable regional transportation system Maximize the productivity of our transportation system Protect the environment, improve air quality and promote energy efficiency Encourage land use and growth patterns that complement our transportation investments and improve the cost-effectiveness of expenditures	The Westside Community Plan would expand the existing road network through the extension and relocation of existing streets (Action 12.4.3). The plan would develop enhanced pedestrian and bicycle circulation infrastructure to increase connectivity and accessibility throughout the Westside Community Plan area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The Westside Community plan would provide enhanced bicycle and pedestrian facilities (see analysis for Policy 4A above) and provides policies for improved and expanded public transit access throughout the planning area (Actions 12.4.22, 12.4.23, 12.4.24). The Westside Community Plan would provide for the expansion of existing trails connecting to the Ventura River (Action 12.1.1, 12.1.2, 12.4.8), to adjacent hillside areas (Action 12.4.13, 12.6.6) and throughout the planning area (see analysis for Policy 4B above). Implementation of these policies would ensure that the proposed project remains consistent with the goals provided in the SCAG Regional Transportation Plan.

Based on the analysis provided in **Table 4.9-6**, the Westside Community Planning Project would be consistent with the SCAG Regional Transportation Plan.

SCAG Compass Growth Vision Report

As discussed above, SCAG has prepared its Compass Vision Growth Report to provide a vision for accommodating future growth in the SCAG planning area. An analysis of policy consistency between the Westside Community Plan and the Compass Vision Growth Report is provided in **Table 4.9-7, SCAG Compass Vision Growth Report Consistency Analysis**, below.

Table 4.9-7
SCAG Compass Vision Growth Report Consistency Analysis

Goal	Consistency Analysis
Mobility	
Encourage transportation investments and land use decisions that are mutually supportive	The Westside Community Planning Project would increase development intensity in an existing urban area. Future development would maximize the development potential of the planning area. The Westside Community Plan would also expand the existing road network through the extension and relocation of existing streets (Action 12.4.3). The plan would develop enhanced pedestrian and bicycle circulation infrastructure to increase connectivity and accessibility throughout the Westside Community Plan area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The proposed project is consistent with this goal.
Locate new housing near existing jobs and new jobs near existing housing	The Westside Community Planning Project would increase development intensity in an existing urban area. The Westside Community Plan provides a flexible form-based code that encourages mixed-use development. (See Actions 12.2.21, 12.2.22, 12.2.23, 12.3.9, 12.3.10, 12.3.11, 12.3.15, 12.3.16, 12.3.17, 12.3.18). The proposed project is consistent with this goal.
Encourage transit-oriented development	The Westside Community Planning Project would increase development intensity in an existing urban area currently served by public transit. The Westside Community Plan provides policies for improved and expanded public transit access throughout the planning area (Actions 12.4.22, 12.4.23, 12.4.24). The proposed project is consistent with this goal.
Promote a variety of travel choices	The Westside Community Plan would develop enhanced pedestrian and bicycle circulation infrastructure to increase connectivity and accessibility throughout the Westside Community Plan area (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11). The proposed project is consistent with this goal.
Livability	
Promote infill development and redevelopment to revitalize existing communities	The Westside Community Planning Project would increase development intensity in an existing urban area. Future development would maximize the development potential of the planning area. The proposed project is consistent with this goal.

Goal	Consistency Analysis
Promote developments that provide a mix of uses	The Westside Community Plan provides a flexible form-based code that encourages mixed-use development. (See Actions 12.2.21, 12.2.22, 12.2.23, 12.3.9, 12.3.10, 12.3.11, 12.3.15, 12.3.16, 12.3.17, 12.3.18). The proposed project is consistent with this goal.
Promote "people-scaled," pedestrian-friendly communities	The Westside Community Plan provides a flexible form-based code that encourages mixed-use development. (See Actions 12.2.21, 12.2.22, 12.2.23, 12.3.9, 12.3.10, 12.3.11, 12.3.15, 12.3.16, 12.3.17, 12.3.18) The Westside Community plan would provide enhanced bicycle and pedestrian facilities (Actions 12.4.4, 12.4.5, 12.4.7, 12.4.8, 12.4.9, 12.4.10, 12.4.11) throughout the planning area. The proposed project is consistent with this goal.
Support the preservation of stable, single-family neighborhoods	The Westside Community Planning Project would regulate future development in the planning area under policies designed to preserve the character of the Westside community while improving the quality of development and reducing blight. The proposed project is consistent with this goal.
Prosperity	
Provide a variety of housing types in each community to meet the housing needs of all income levels	The Westside Community Plan Development Code provides for a number of residential building types that would allow flexibility for future development (See Actions 12.2.21, 12.2.22, 12.2.23, 12.3.9, 12.3.10, 12.3.11, 12.3.15, 12.3.16, 12.3.17, 12.3.18). The Westside Community Plan provides policies that support the provision of housing for all income levels (Action 12.2.17). The proposed project is consistent with this goal.
Sustainability	
Preserve rural, agricultural, recreational and environmentally sensitive areas	The Westside Community Plan provides for the preservation of undeveloped hillside land currently designated for low-density residential development. Existing parks and open space would be preserved under the plan. One parcel currently developed with agricultural uses would be designated for urban development on the 2005 General Plan Land Use Map, as well as having been so designated for urban development in the City's 1989 Comprehensive Plan, and the County of Ventura's General Plan. As a subject parcel of a Statement of Overriding Consideration adopted for the 2005 General Plan Final EIR, the project specific Mitigated Negative Declaration for this parcel found impacts to agricultural resources less than significant. The proposed project would increase the amount of protected open space within the planning area and is consistent with this goal.
Focus development in urban centers and existing cities	The Westside Community Planning Project would increase development intensity in an existing urban area. Future development would maximize the development potential of the planning area. The proposed project is consistent with this goal.
Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste	The Westside Community Plan would require new development to implement low-impact development (LID) techniques (Action 12.1.5, 12.5.1) that would increase opportunities for groundwater recharge and reduce pollution (Action 12.1.4, 12.1.6). As discussed in **Section 4.12.6, Public Services – Solid Waste**, the City of Ventura currently diverts more than 70 percent of its solid waste from landfills, exceeding state requirements under AB 939. The proposed project is consistent with this goal.

Goal	Consistency Analysis
Utilize "green" development techniques	The Westside Community Plan includes a number of policies designed to expand the use of green practices within the planning area and throughout the City. In addition to encouraging the establishment of green technology businesses through catalyst projects (Actions 12.2.2, 12.2.5, 12.2.6, 12.2.12, 12.3.14), the plan would support sustainable project designs (Actions 12.2.18, 12.2.19, 12.2.20), incorporate "green street" designs into streetscapes (Action 12.4.1), and require new development to implement low-impact development (LID) techniques (Action 12.5.1). The proposed project is consistent with Policy 1D.

Based on the analysis provided in **Table 4.9-7**, the Westside Community Planning Project would be consistent with the SCAG Compass Vision Growth Report.

Ventura County Guidelines for Orderly Development

As discussed above, the Ventura County LAFCO has prepared its Guidelines for Orderly Development to guide the process of annexation, determining sphere of influence, and actions taken by Cities beyond their incorporated boundaries. An analysis of policy consistency between the Westside Community Planning Project and the Guidelines for Orderly Development is provided in **Table 4.9-8, Ventura County Guidelines for Orderly Development Consistency Analysis**, below.

Table 4.9-8
Ventura County Guidelines for Orderly Development Consistency Analysis

Policy	Consistency Analysis
General Policies	
Urban development should occur, whenever and wherever practical, within incorporated cities which exist to provide a full range of municipal services and are responsible for urban land use planning	The Westside Community Planning Project would increase development intensity in an existing urban area. Future development would maximize the development potential of the planning area. The proposed project is consistent with this goal.
Policies within Spheres of Influence	
Prior to being developed for urban purposes or to receiving municipal services, land should be annexed to the City.	The Westside Community Planning Project would concentrate development in the City's existing urban core and within the City limit. However, a portion of the Cedar Street extension would require development beyond the City of Ventura limit in unincorporated Ventura County land. The extension would be constructed on an easement granted to the City by the property owner. No other services would be extended to the area. The City does not propose annexation of the affected land into the City per Section 1810 Street and Highways Code, which holds that a city may acquire property outside its boundaries if it is necessary to connect or widen the existing streets of the acquiring city and if the county consents to the acquisition. Therefore this action would not be subject to LAFCO approval.

Based on the analysis provided in **Table 4.9-8**, the Westside Community Planning Project would be consistent with the Ventura County Guidelines for Orderly Development.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

LUP-3 Would the project conflict with any applicable habitat conservation plan or natural community conservation plan? (Class III, Not Significant)

Analysis

Currently, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan has been adopted within the boundaries of the project. The reach of the Ventura River adjacent to the Westside Community Planning Project area is covered by the Draft Southern California Steelhead Recovery Plan, and critical habitat for southern steelhead has been designated along the Ventura River, downstream of Matilija Dam. Additionally, the Ventura River Multi-Species Habitat Conservation Plan (VRMSHCP), currently under development, would cover parcels west of Highway 33 in the southwestern most portion of the project area.

The proposed project would generally avoid direct impacts to riparian communities; however, improved access and expanded trail systems connecting the Westside to the Ventura River may exert impacts to riparian communities along the river margins (i.e., along the VRMSHCP western border). Implementation of trail improvement programs allowed under the proposed project may therefore be subject to the provisions of the VRMSHCP. **Section 4.3, Biological Resources**, considers in detail the policies of the VRMSHCP, and concludes that project-related impacts would be less than significant or beneficial with implementation of applicable Westside Community Plan actions and General Plan actions.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not significant.

d. Cumulative Impacts

Anticipated growth within the City of Ventura is projected in the City's 2005 General Plan and the potential environmental effects of this growth are assessed in the EIR prepared for the 2005 General Plan. The City of Ventura prepared updated projections of the amount of growth likely to occur within the Westside Community Planning Project area through the 2025 planning horizon year of the City's General Plan. The updated growth projections include the 2005 General Plan growth projections for the Westside Community Planning Project area through 2025, additional development identified in the 2006 Westside Economic Development Strategy, and adjustments based on pending and approved projects since the adoption of the 2005 General Plan that represent an increase over the amount of growth projected in the General Plan. The amount of additional development anticipated through 2025 in the Westside Community Planning Project area, including development in the 36 acres of the area subject to the Downtown Specific Plan, is summarized in **Table 3.0-6, Westside Community Planning Area Existing (2011) Development and Development Projections (2025)** in **Section 3.0, Project Description.** This updated growth projection project is greater than the projection in the General Plan for the Community Planning Project area by 150 dwelling units, 49,005 square feet of retail space, and 54,450 square feet of office space. The environmental analysis in this EIR evaluates the potential impacts of this amount of growth within the Community Planning Area through the year 2025. This amount of growth is not substantially above the amount projected in the 2005 General Plan and would occur over time in conformance with the development standards in the proposed Community Plan and Development Code for the Westside Community Plan Area and the City's Downtown Specific Plan for the portion of the project area located outside of the Westside Community Plan Area. The Downtown Specific Plan, Westside Community Plan, and Westside Development Code have been developed to implement the goals and policies in the 2005 General Plan for the Westside Community.

The City of Ventura reviews all proposed projects against development and design guidelines that regulate permitted uses, development density, building heights, site and building design, transportation demand, and neighborhood protection. All proposed projects are evaluated for consistency with land use regulations, development standards, and applicable plans and policies, including those of the General Plan, during project review and the approval process. For these reasons, cumulative land use impacts would be less than significant.

4.10 NOISE

4.10.1 INTRODUCTION

This section analyzes the impacts associated with exposure to noise. Impacts relating to noise from traffic and industrial uses are addressed. Impact Sciences, Inc., conducted noise monitoring to determine existing noise levels within the planning area and prepared noise modeling for future traffic levels based on the Federal Highway Administration Highway Noise Prediction Model.

a. Introduction to Noise

Noise is ordinarily described as unwanted sound. Sound is generally undesirable when it interferes with normal activities, causes actual physical harm, or has an adverse effect on health. The definition of "noise" as unwanted sound implies that it has an adverse effect on, or causes a substantial annoyance to, people and their environment.

Sound-pressure level alone is not a reliable indicator of loudness because the human ear does not respond uniformly to sounds at all frequencies. For example, the human ear is less sensitive to low and high frequencies than to the medium frequencies that more closely correspond to human speech. In response to the human ear's sensitivity, or lack thereof, to different frequencies, the A-weighted noise level, referenced in units of dB(A), was developed to better correspond with people's subjective judgment of sound levels. In general, changes in a noise level of less than 3 dB(A) are not noticed by the human ear.[1]

Changes from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dB(A) is readily noticeable, while the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound volume. A doubling of sound energy results in a 3 dB(A) increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway), would result in a barely perceptible change in sound level. Common noise levels associated with certain activities are shown on **Figure 4.10-1, Common Noise Levels.**

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 mobile point sources (motor vehicles). Sound generated by a stationary point source typically diminishes (attenuates) at a rate of

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1 US Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: Federal Highway Administration, 1980) 81.

6 dB(A) for each doubling of distance from the source to the receptor at acoustically hard sites and at a rate of 7.5 dB(A) at acoustically soft sites.[2]

A hard or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard-packed soil. An acoustically soft or absorptive site is characteristic of normal earth and most ground with vegetation. As an example, a 60 dB(A) noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dB(A) at 100 feet from the source and it would be 48 dB(A) at 200 feet from the source. Noise from the same point source at an acoustically soft site would be 52.5 dB(A) at 100 feet and 45 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dB(A) and 4.5 dB(A) per doubling distance from the source to the receptor for hard and soft sites, respectively.[3]

Artificial or natural barriers can also attenuate sound levels, as illustrated in **Figure 4.10-2, Noise Attenuation by Barriers.** Solid walls and berms may reduce noise levels by 5 to 10 dB(A).[4] The same point source at an acoustically soft site would be 52.5 dB(A) at 100 feet and 45 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dB(A) and 4.5 dB(A) per doubling distance from the source to the receptor for hard and soft sites, respectively.[5] Artificial or natural barriers can also attenuate sound levels, as illustrated in **Figure 4.10-2**. Solid walls and berms may reduce noise levels by 5 to 10 dB(A).[6]

The minimum attenuation of exterior to interior noise provided by typical structures in California is provided in **Table 4.10-1, Outside to Inside Noise Attenuation (dB(A)).**

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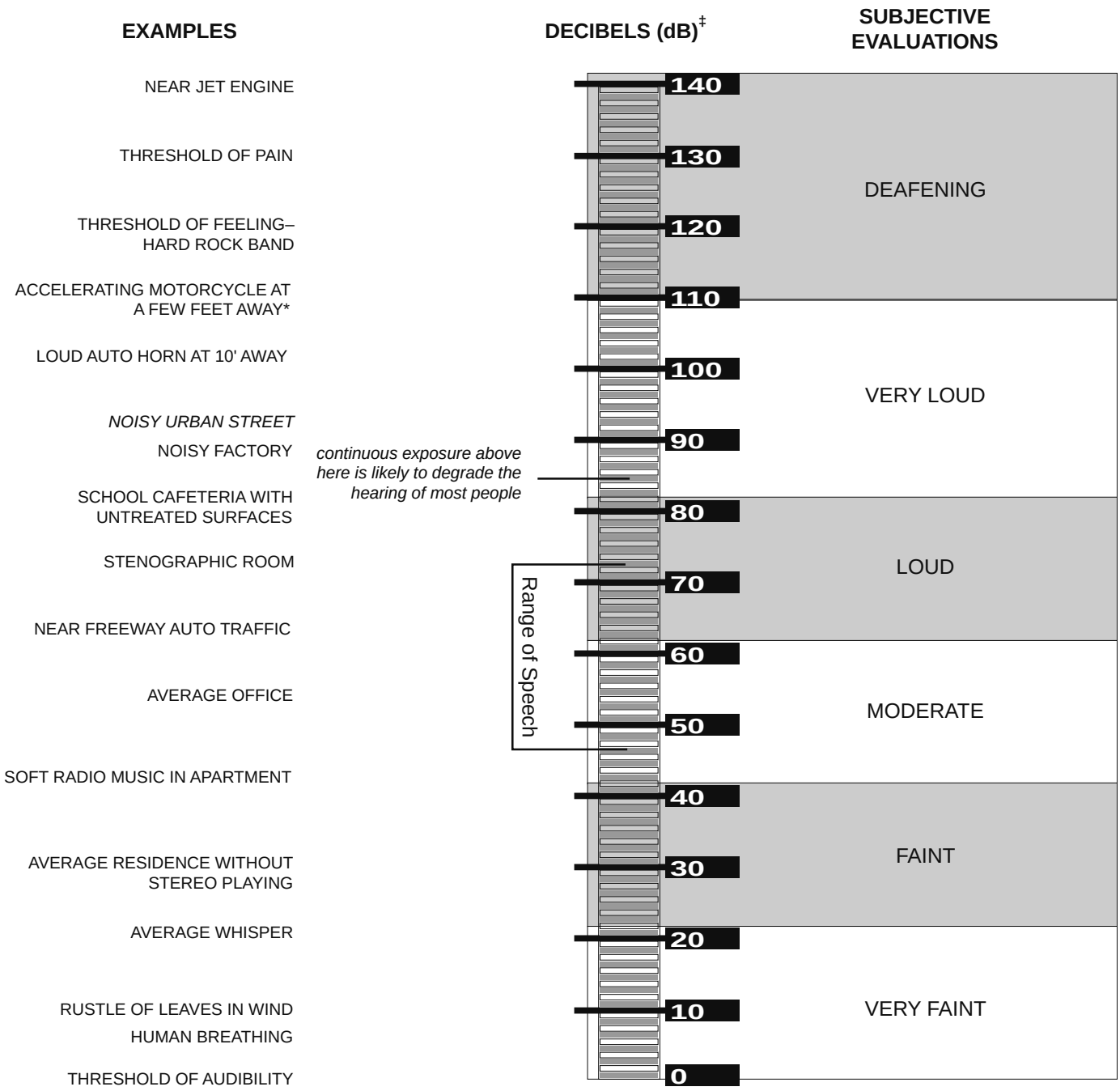
2 US Department of Transportation, *Highway Noise Fundamentals*, 97.

3 US Department of Transportation, *Highway Noise Fundamentals*, 97.

4 US Department of Transportation, *Highway Noise Fundamentals*, 18.

5 US Department of Transportation, *Highway Noise Fundamentals*, 18.

6 US Department of Transportation, *Highway Noise Fundamentals*, 18.



** NOTE: 50' from motorcycle equals noise at about 2000' from a four-engine jet aircraft.*

‡NOTE: dB are "average" values as measured on the A–scale of a sound–level meter.

FIGURE **4.10-1**

Common Noise Levels

Table 4.10-1
Outside to Inside Noise Attenuation (dB(A))

Building Type	Open Windows	Closed Windows[1]
Residences	17	25
Schools	17	25
Places of Worship	20	30
Hospitals/Convalescent	17	25
Offices	17	25
Theaters	20	30
Hotels/Motels	17	25

Source: Transportation Research Board, National Research Council, Highway Noise: A Design Guide for Highway Engineers, National Cooperative Highway Research Program Report 117.
[1] *As shown, structures with closed windows can attenuate exterior noise by a minimum of 25 to 30 dB(A).*

When assessing community reaction to noise, there is an obvious need for a scale that averages sound-pressure levels over time and quantifies the result in terms of a single numerical descriptor. Several scales have been developed that address community noise levels. Those that are applicable to this analysis are the L_{eq} and CNEL. L_{eq} is the average A-weighted sound level measured over a given time interval. L_{eq} can be measured over any period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is another average A-weighted sound level measured over a 24-hour period. However, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during the evening and nighttime hours. A community noise equivalent level (CNEL) noise measurement is obtained by adding 5 decibels to sound levels occurring during the evening from 7:00 PM to 10:00 PM, and 10 decibels to sound levels occurring during the nighttime from 10:00 PM to 7:00 AM. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour equivalent continuous noise level (L_{eq}) measurements typically results in a CNEL measurement that is within approximately 3 dB(A) of the peak-hour L_{eq}.[7]

b. Introduction to Vibration

Vibration consists of waves transmitted through solid material. The solid medium can be excited by forces, movements, or pressure fields. Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may comprise a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is

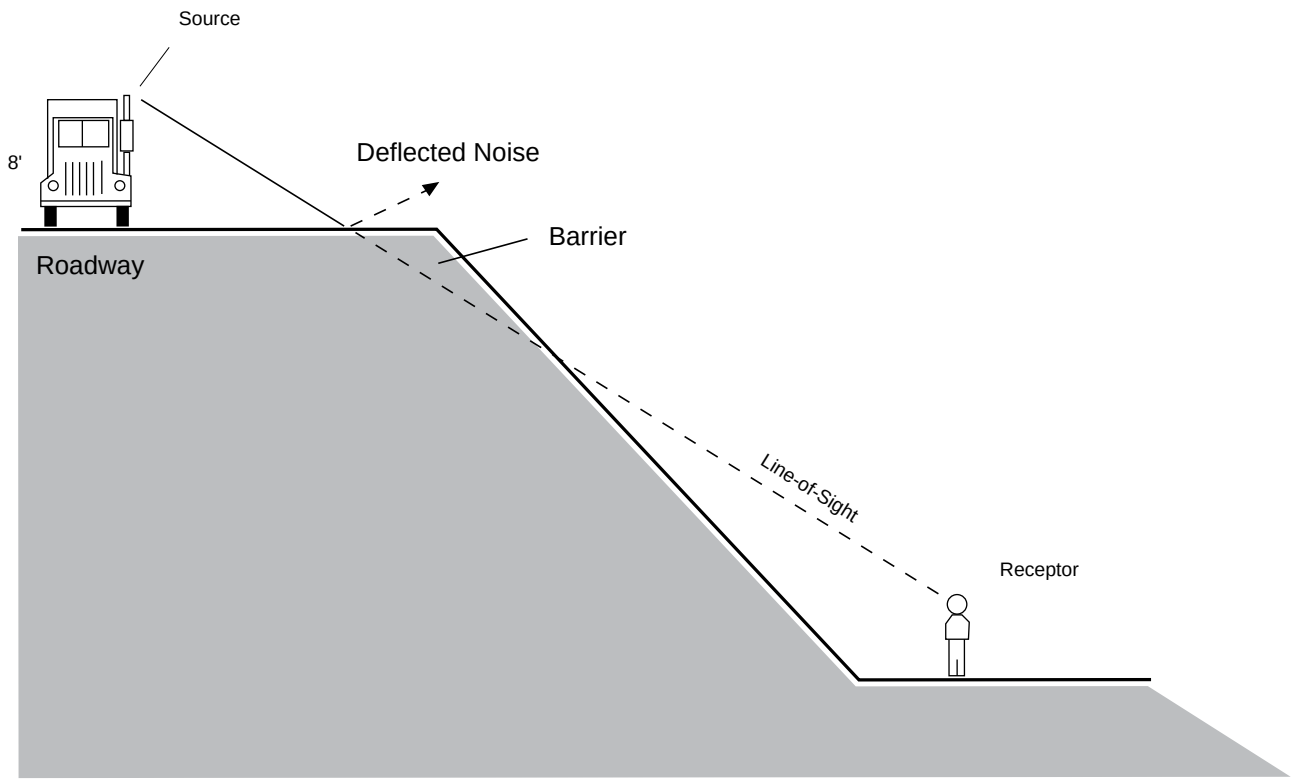
[7] California Department of Transportation, *Technical Noise Supplement: A Technical Supplement to the Traffic Noise Analysis Protocol*, (Sacramento, California: October 1998), N51–N54.

oscillating, measured in hertz (Hz). Most environmental vibrations consist of a composite, or a "spectrum" of many frequencies, and generally are classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz. Vibration often is measured in terms of the peak particle velocity (PPV)[8]

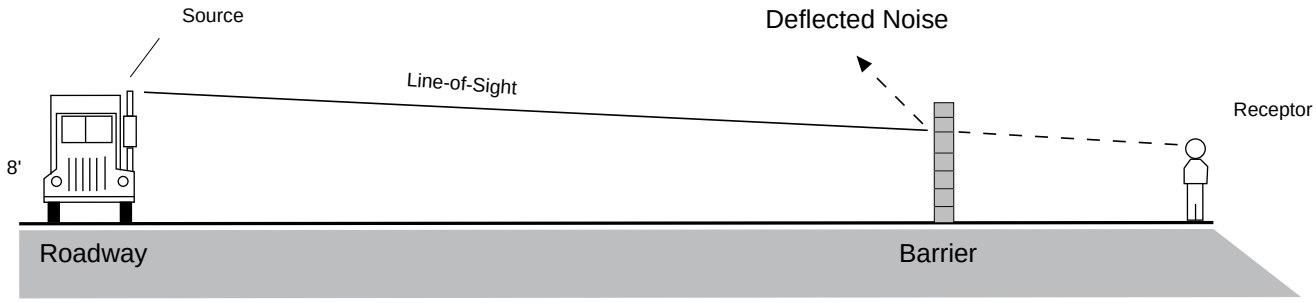
Vibration energy spread out as it travels through the ground, causing the vibration amplitude to attenuate with distance from the source. High-frequency vibrations reduce much more rapidly than low-frequency vibrations, so that in the far-field from a source, the low frequencies tend to dominate. An example of high-frequency vibration would be the ultrasound used in medicine, while sources of low-frequency vibration include pumps, boilers, electrical installations, fans, and road and rail traffic. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building, there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves, or the motion of building surfaces.

Groundborne vibration can be perceived without instrumentation within a few hundred feet of certain types of construction activities, especially pile driving. Road vehicles rarely create enough groundborne vibration to be perceptible to humans unless the road surface is poorly maintained and there are potholes or bumps. If traffic, typically heavy trucks, induces perceptible vibration in buildings, such as window rattling or shaking of small loose items, then it is most likely an effect of low-frequency airborne noise or ground characteristics. Human annoyance by vibration is related to the number and duration of events. The more events or the greater the duration, the more annoying it will be to humans. **Figure 4.10-3, Typical Levels of Groundborne Vibration**, identifies the typical groundborne vibration levels in inches/second PPV and human response to different levels of vibration.

8 Particle velocity is the velocity of a particle (real or imagined) in a medium as it transmits a wave.



"Barrier Effect" Resulting from Differences in Elevation.



"Barrier Effect" Resulting from Typical Soundwall.

SOURCE: Impact Sciences, Inc. – October 2011

FIGURE **4.10-2**

Noise Attenuation by Barriers

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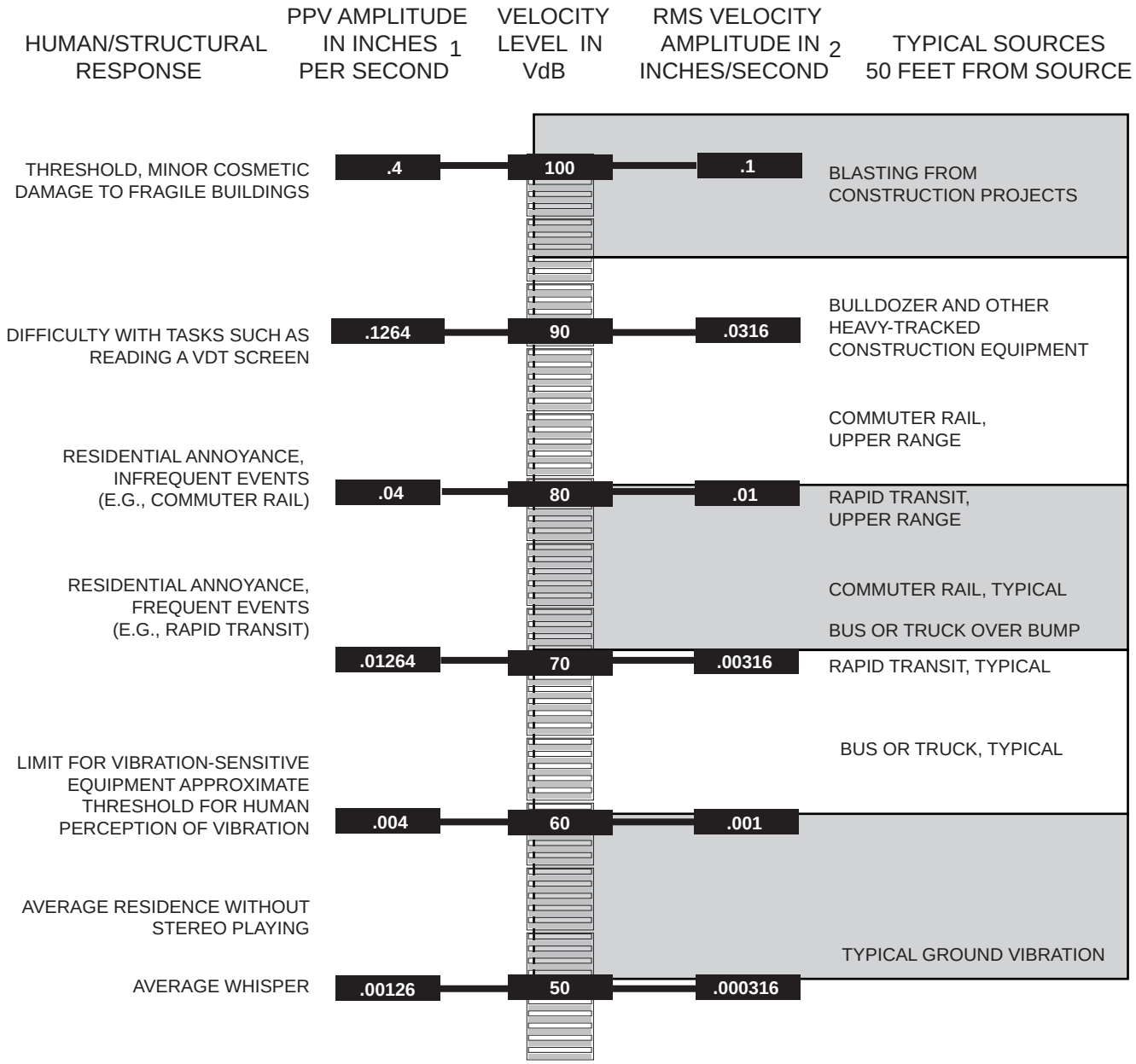

[1] PPV is typically a factor 1.7 to 6 times greater than RMS vibration velocity. A factor of 4 was used to calculate noise levels.

[2] Vibration levels in terms of velocity levels are defined as: $V=20 \times \log_{10} (a/r)$
V=velocity levels in decibels
a=RMS velocity amplitude
r=reference amplitude (accepted reference quantities for vibration velocity are 1×10^{-6} inches/second in the United States)

FIGURE **4.10-3**

Typical Levels of Ground-Bourne Vibration

4.10.2 ENVIRONMENTAL SETTING

a. Existing Noise Environment

Short-term noise measurements were conducted on October 10, 2011 in between 10:30 AM and 1:30 PM at six locations within the planning area, as shown on **Figure 4.10-4, Noise Monitor Locations**. These noise locations were located near monitored locations in the 2005 General Plan Final EIR. The six short-term noise measurements were taken over a 15-minute interval as shown in **Table 4.10-2, Existing Noise Measurements**. As shown in **Table 4.10-2**, all measurements were lower than the General Plan noise measurements, which ranged from 68.0 to 74.4 dB(A) when near SR 33 and 47.2 to 62.7 dB(A) along and to the east of Cedar Street.

Table 4.10-2
Existing Noise Measurements (dB(A))

Location	Leq	Lmax	Lmin
1. SW corner of Stanley/Olive	71.3	95.1	50.4
2. NE corner of Shoshone/Taos	52.8	73.9	43.3
3. Near the NE corner of Ventura/Seneca	66.1	80.2	47.3
4. Near southern section of Cedar St/Franklin	50.8	61.8	43.1
5. NE corner of Cedar/Kellogg	59.2	77.2	45.0
6. NE corner of Ventura/Barnett	69.7	90.4	51.1

Source: Impact Sciences, Inc., 2011.
Note:
Lmax: the maximum sound level during the measurement period.
Lmin: the lowest sound level during the measure period.
Source: Impact Sciences, Inc. October 10, 2011. Each measurement was 15 minutes in duration.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, and libraries are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive receptors in the planning area include residential properties, the Aurora Vista Del Mar Hospital, Ventura County Library - Avenue Library, the De Anza Middle School, EP Foster Elementary School, and Sheridan Way Elementary School.

Recreational areas may be considered noise-sensitive where quiet and solitude may be an important aspect of the specific recreational experience (such as a garden or campground). In most instances, recreational areas are tolerant of higher noise levels. Existing recreational areas within the planning area consist primarily of play fields and active recreation areas within an existing urban setting, and would not be considered sensitive to noise.

Modeled Roadway Noise

Noise generated by traffic traveling on the local roadway network represents the predominant and most consistent noise source in the planning area. In order to characterize the existing ambient noise environment in the planning area, noise prediction modeling was done for traffic along specific roadway segments. Noise levels were modeled using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). This model calculates the average noise level at specific locations based on traffic volumes, auto/truck mix, average speeds, roadway geometry, and site conditions. **Table 4.10-3, Roadway Noise in the Planning Area**, reflects existing vehicular noise levels along roadways throughout the planning area and at other locations that may experience noise increases as a result of future traffic increases. As vehicular traffic is the dominant noise source in the area, the calculations characterize the existing ambient[9] noise environment throughout the City.

It should be noted that the sound level at any location fluctuates during the day. Therefore, the results of the measurements are not necessarily indicative of long-term average daily noise exposures at the measurement positions.

As shown in **Table 4.10-3**, existing roadway noise levels range from a low of 56.0 dB(A) CNEL along Cedar Street south of Kellogg Street, to a high of 79.5 dB(A) CNEL along US 101 east of California Street, and a project level high of 75.5 dB(A) CNEL along SR 33 south of Stanley Avenue. Residential land uses (sensitive uses) are located along Ventura Avenue for rezoning with existing residential uses located in close proximity to SR 33. EP Foster Elementary School and Sheridan Way Elementary School are located in close proximity to SR 33.

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9 Ambient noise level is the level of existing noise occurring in the surrounding area, sometimes referred to as background noise.

SOURCE: Google Earth - 2011

FIGURE **4.10-4**

Noise Monitor Locations

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Table 4.10-3
Roadway Noise in the Planning Area

Roadway	Segment	CNEL at 75 feet from Roadway Centerline
EAST-WEST		
Stanley Avenue	SR-33/Olive Street	63.7
Stanley Avenue	Olive Street/Ventura Avenue	63.7
US 101	West SR 33	77.5
US 101	East SR 33	78.7
US 101	East California Street	79.5
NORTH-SOUTH		
SR 33	North Stanley Avenue	74.1
SR 33	South Stanley Avenue	75.5
Olive Street	Stanley Avenue/Ramona Street	56.4
Olive Street	Ramona Street/Main Street	59.5
Ventura Avenue	North Stanley Avenue	60.8
Ventura Avenue	Stanley Avenue/Vince Street	63.4
Ventura Avenue	Vince Street/Kellogg Street	63.4
Ventura Avenue	Ramona Street/Main Street	62.0
Cedar Street	Kellogg Street/Ramona Street	57.7
Cedar Street	Ramona Street/Poli Street	60.1

Note:
CNEL = Community Noise Equivalent Level
Source: Impact Sciences, Inc. Model calculations are in ***Appendix 4.10****.*

Commercial and Industrial Operations

Commercial and industrial operations can be substantial source of noise, depending on the specific type of use and hours of operation. Stationary noise sources of concern typically include generators, pumps, air compressors, outdoor speakers, motors, heavy equipment, and similar machinery.

These are often associated with trucking companies, tire shops, auto mechanic shops, metal shops, shopping centers, drive-up windows, car washes, loading docks, athletic fields, and electric generating stations.

Existing commercial/industrial operations may result in noise impacts when they are adjacent to noise sensitive land uses. Noise generation within an industrial or commercial facility or in close proximity to many types of agricultural equipment is controlled indirectly by federal and state employee health and safety regulations (e.g., OSHA and Cal-OSHA), but exterior noise emissions from such operations nevertheless have the potential to exceed locally acceptable standards and nearby noise-sensitive uses. Typical commercial and industrial noise sources include loading dock operations, parking lot activity, on-site equipment (including heating and air conditioning units), and heavy-truck idling. Currently, potential stationary noise impacts in the planning area are most common near the following locations.

There are often abrupt transitions between industrial and residential land uses, coupled with a discontinuous pattern of industrial land uses along Ventura Avenue and Olive Street with a result being an inconsistent pattern of building, massing, and scale along Ventura Avenue north of Stanley Avenue. The primary connection between Ventura Avenue and State Route 33 is Stanley Avenue. Stanley Avenue is home to the Ventura Unified School District headquarters and bus operations center, Ventura Community College District headquarters, and industrial uses. Numerous commercial uses are adjacent and to the west of Olive Street between Stanley Avenue and Vince Street.

b. Regulatory Framework

Federal

Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dB(A) L_{dn} (a 24-hour noise measurement equivalent to CNEL) as a desirable maximum exterior standard for residential units developed under HUD funding. While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provides in excess of 20 dB(A) of attenuation with the windows closed. Based on this premise, a residence's interior L_{dn} should not exceed 45 dB(A) L_{dn}.[10]

Federal Transit Administration

The Federal Transit Administration has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The Federal Transit Administration measure of the threshold of architectural damage

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10 24 Code of Federal Regulations 51, Housing and Urban Development, Environmental Criteria and Standards, revised April 1, 2004.

for conventional sensitive structures (e.g., residential units) is 0.2 inch/second PPV.[11] The vibration threshold of perception is 0.01 inch/second PPV, which is approximately equal to 94 VdB.[12]

State

California Code of Regulations

The California Noise Insulation Standards of 1988[13] require that interior noise levels from exterior sources be reduced to 45 dB(A) or less in any habitable room of a multi-residential use facility (e.g., hotels, motels, dormitories, long-term care facilities, and apartment houses and other dwellings, except detached single-family dwellings) with doors and windows closed. Measurements are based on L_{dn} or CNEL. Where exterior noise levels exceed 60 dB(A) L_{dn} CNEL, an acoustical analysis is required to show that the proposed construction will reduce interior noise levels to 45 dB(A) L_{dn} CNEL.

California Department of Health

Noise

The State of California Department of Health Services, Environmental Health Division, has published *Guidelines for Noise and Land Use Compatibility* (the *State Guidelines*).[14] The *State Guidelines*, illustrated in **Figure 4.10-5, State Land Use Compatibility Guidelines for Noise**, indicate that residential land uses and other noise-sensitive receptors should generally be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dB(A) (CNEL or L_{dn}). The Department of Health Services does not mandate application of this compatibility matrix to development projects; however, each jurisdiction is required to consider the *State Guidelines* when developing its general plan noise element and when determining acceptable noise levels within its community. However, the State Department of Housing and Community Development does require that new multi-family units not be exposed to outdoor ambient noise levels in excess of 65 dB(A) (CNEL or L_{dn}), and that, if necessary, sufficient noise insulation be provided to reduce interior ambient levels to 45 dB(A) L_{dn}/CNEL. The U.S. EPA identified a maximum indoor noise level of 45 dB(A) as necessary to protect against sleep interference. Assuming a conservative

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11 US Department of Transportation, Federal transit Administration, Office of Planning and Environment, *Transit and Vibration Impact Assessment*, FTA-VA-90-1003-06, May 2006.

12 Federal Transit Administration, Office of Planning and Environment, *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06, 2006, 12–13. The Federal Transit Administration recommends that these limits be viewed as "criteria that should be used during the environmental impact assessment phase to identify problem locations that must be addressed during final design."

13 California Code of Regulations Title 24, Section 3501 et seq.

14 These guidelines are also published in *State of California General Plan Guidelines*, Appendix C: Guidelines for the Preparation and Content of the Noise Element of the General Plan (Sacramento, California: Governor's Office of Planning and Research, October 2003).

structural noise insulation of 20 dB for typical dwellings, 45 dB(A) corresponds to an outdoor CNEL of 65 dB(A) as minimizing sleep interference.

Under the *State Guidelines*, an exterior noise level of 70 dB(A) L_{dn}/CNEL is typically the dividing line between an acceptable and unacceptable exterior noise environment for all noise-sensitive uses, including schools, libraries, places of worship, hospitals, day care centers, and nursing homes of conventional construction.

Noise levels below 75 dB(A) L_{dn}/CNEL are typically acceptable for office and commercial buildings, while levels up to 80 dB(A) L_{dn}/CNEL are typically acceptable for industrial uses. In unacceptable interior noise environments, additional noise insulation features, such as extra batting or resilient channels[15] in exterior walls, double-paned windows, air conditioners to enable occupants to keep their windows closed without compromising their comfort, solid wood doors, and noise baffles on exterior vents, are typically needed to provide acceptable interior noise levels. The best type of noise insulation is based on detailed acoustical analyses that identify all practical noise insulation features and that confirm their effectiveness.

City

City of Ventura General Plan

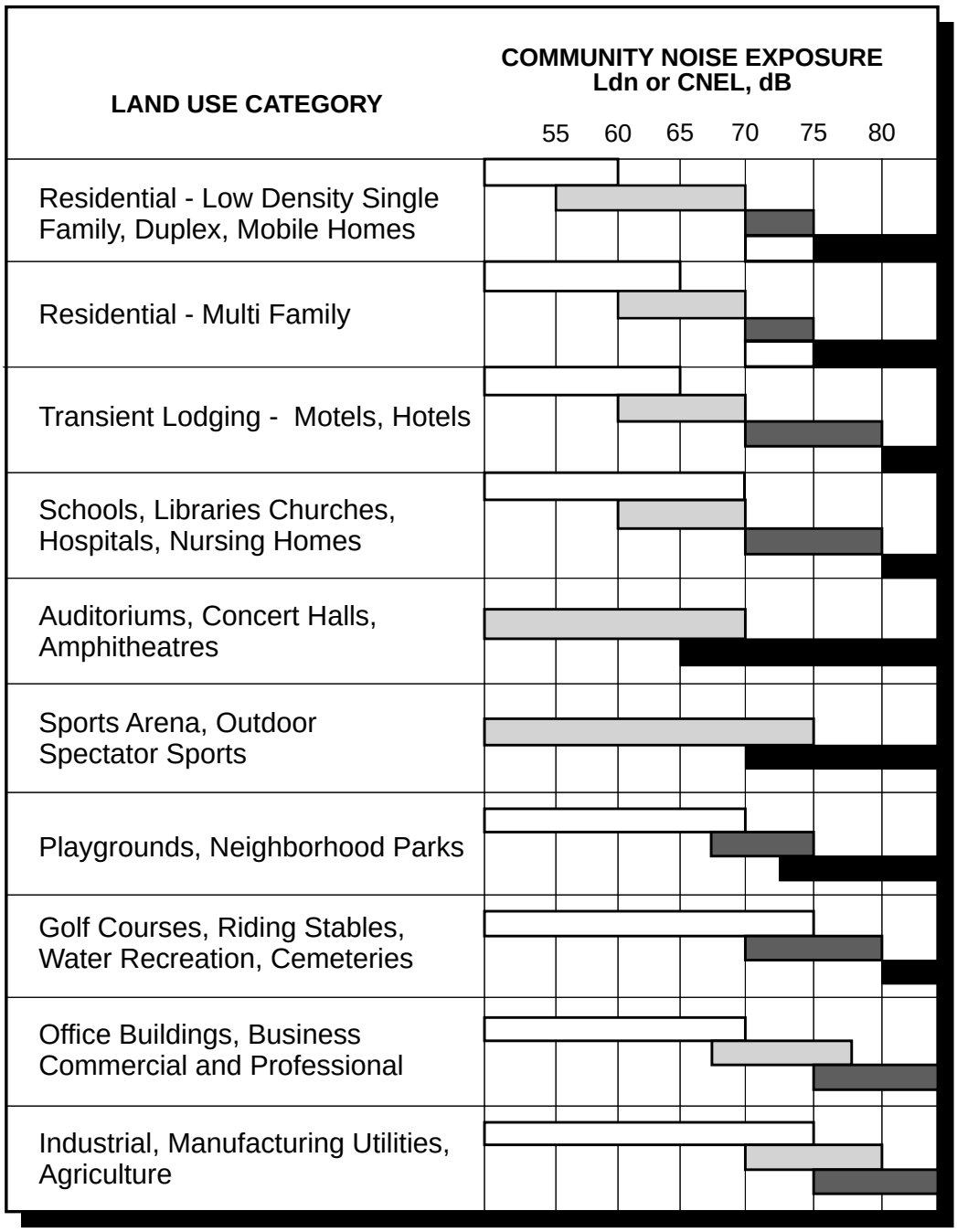
The following noise policies and actions of the Ventura General Plan are applicable to the Westside Community Planning Project area.

Policy 7E: Minimize the harmful effects of noise.

Action 7.32: Require acoustical analyses for new residential developments within the mapped 60 decibel (dB(A)) CNEL contour, or within any area designated for commercial or industrial use, and require mitigation necessary to ensure that:

- Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dB(A) CNEL, and

15 A resilient channel is a pre-formed section of sheet metal approximately 0.5 inch deep by 2.5 inches wide by 12 inches long that is installed between wallboard panels and framing to reduce sound transmission through walls. By preventing the wallboard from lying against the studs, the channel inhibits the transmission of sound through the framing.



NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon 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 reduction features included in the design.

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

SOURCE: California Governor's Office of Planning and Research, State of California General Plan Guidelines, Appendix C: Guidelines for the Preparation and Content of Noise Elements of the General Plan, October 2003.

FIGURE **4.10-5**

State Land Use Compatibility Guidelines for Noise

- Interior noise in habitable rooms of new residences does not exceed 45 dB(A) CNEL with all windows closed.

Action 7.33 As funding becomes available, construct sound walls along US 101, SR 126, and SR 33 in areas where existing residences are exposed to exterior noise exceeding 65 dB(A) CNEL.

Action 7.36 Amend the noise ordinance to restrict leaf blowing, amplified music, trash collection, and other activities that generate complaints.

Action 7.37: Use rubberized asphalt or other sound reducing material for paving and re-paving of City streets.

Action 7.38 Update the Noise Ordinance to provide standards for residential projects and residential components of mixed-use projects within commercial and industrial districts.

City of Ventura Municipal Code

Noise Regulations

The City of Ventura Municipal Code has issued standards in regards to noise levels at receiving properties within a City designated noise zone, as shown in **Table 4.10-4, Exterior Noise Levels – dB(A)**. Section 10.650.130 of the Municipal Code prohibits unnecessary, excessive, or annoying noise in the City. The Ordinance does not control traffic noise, but applies to all noise sources located on private property including traffic noise. As part of this ordinance, properties within the City are assigned a noise zone based on their corresponding land use. "Noise-sensitive" properties are designated as Noise Zone I; residential properties are designated Noise Zone II; commercial properties are included in Noise Zone III, and industrial/agricultural districts are designated as Noise Zone IV. The Ordinance also limits the amount of noise generated by uses during normal operation that may affect the surrounding areas.

Table 4.10-4
Exterior Noise Levels – dB(A)

Time Interval	Noise Sensitive Properties (Zone 1)[1]	Residential Properties (Zone 2)	Commercial Properties (Zone 3)	Industrial & Agricultural Properties (Zone 4)
7:00 AM – 10:00 PM	50	50	60	70
10:00 PM – 7:00 AM	45	45	55	70

Source: City of Ventura, Designated Noise Zones, Section 10.650.130(B).
Note:
dB(A) = decibels
[1] *Noise sensitive properties include schools, hospitals, convalescent care, boarding, and rest homes.*

The noise standards shown in **Table 4.10-4** apply to any noise-generating activity that exceeds the applicable level for a cumulative period of more than 30 minutes in any hour. 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 dB(A) for a cumulative period of no more than 5 minutes in any hour; 15 dB(A) for a cumulative period of no more than 1 minute in any hour; or 20 dB(A) for any period of time. If the ambient sound level exceeds the allowable exterior standard, the ambient levels become the standard.

Multifamily residential interior noise standards are 45 dB(A) from 7:00 AM to 10:00 PM and 40 dB(A) from 10:00 PM to 7:00 AM.

Section 10.650.150 designates hours of construction between the hours of 7:00 AM and 8:00 PM.

4.10.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XII, Noise, the following significance thresholds are used to evaluate project impacts related to Noise.

NOISE-1 Would the project cause 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?

NOISE-2 Would the project cause exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

NOISE-3 Would the project cause substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

NOISE-4 Would the project cause substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Based upon Appendix G of the *State CEQA Guidelines* under XII, Noise, a project may have a significant impact if:

XII.e For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or

XII.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.

The Project would have no impact related to significance thresholds XII.e and XII.f because the planning area is not in the vicinity of an airport, and detailed analysis in the EIR is not required. These significance thresholds are discussed in **Section 8.0, Effects Found Not to be Significant**.

b. Methodology

The following thresholds of significance were developed for this noise analysis based on the City's General Plan EIR and Municipal Code discussed in the Regulatory Framework discussing above and thresholds used in previous prepared EIRs within the City of Ventura.

The analysis of noise impacts focuses on the Westside Community Planning Project's impact to surrounding noise-sensitive land uses and the impact of existing noise sources upon residents of the Westside Community Planning Project area.

The roadway noise contours were calculated using the Federal Highway Administration's Highway Traffic Noise Prediction Model, U.S. Department of Transportation (1998). Model input data included existing and projected average daily traffic levels, day/evening/night percentages of automobiles, medium and heavy trucks, vehicle speeds, evening peak hour traffic levels, and roadway widths. For a conservative analysis, it is assumed that freeway height with respect to adjacent land is level. Project-related noise generated along the analyzed roadway segments was distributed based on the percent of future trips.

The geographic distribution of vehicle trips generated by the Westside Community Planning Project was determined using the City's traffic analysis zone (TAZ) map for the planning area. Production and attraction trip data is generated by the City based on three separate trip purposes, and trip distribution patterns are then derived by the City's traffic analysis. As a final step, the model assigns the trips to the

roadway network based on the derived distribution patterns. Illustrations of the proposed project's trip distribution patterns are provided on **Figure 4.10-6, Trip Distribution (%)**, based on the City's TAZ map. The traffic analysis calculates that approximately 20 percent and 40 percent of the proposed project's traffic would be distributed along Ventura Avenue, Stanley Avenue, SR 33 and US 101. Approximately 20 percent of the proposed project's trips would be distributed along Olive Street and Cedar Street.

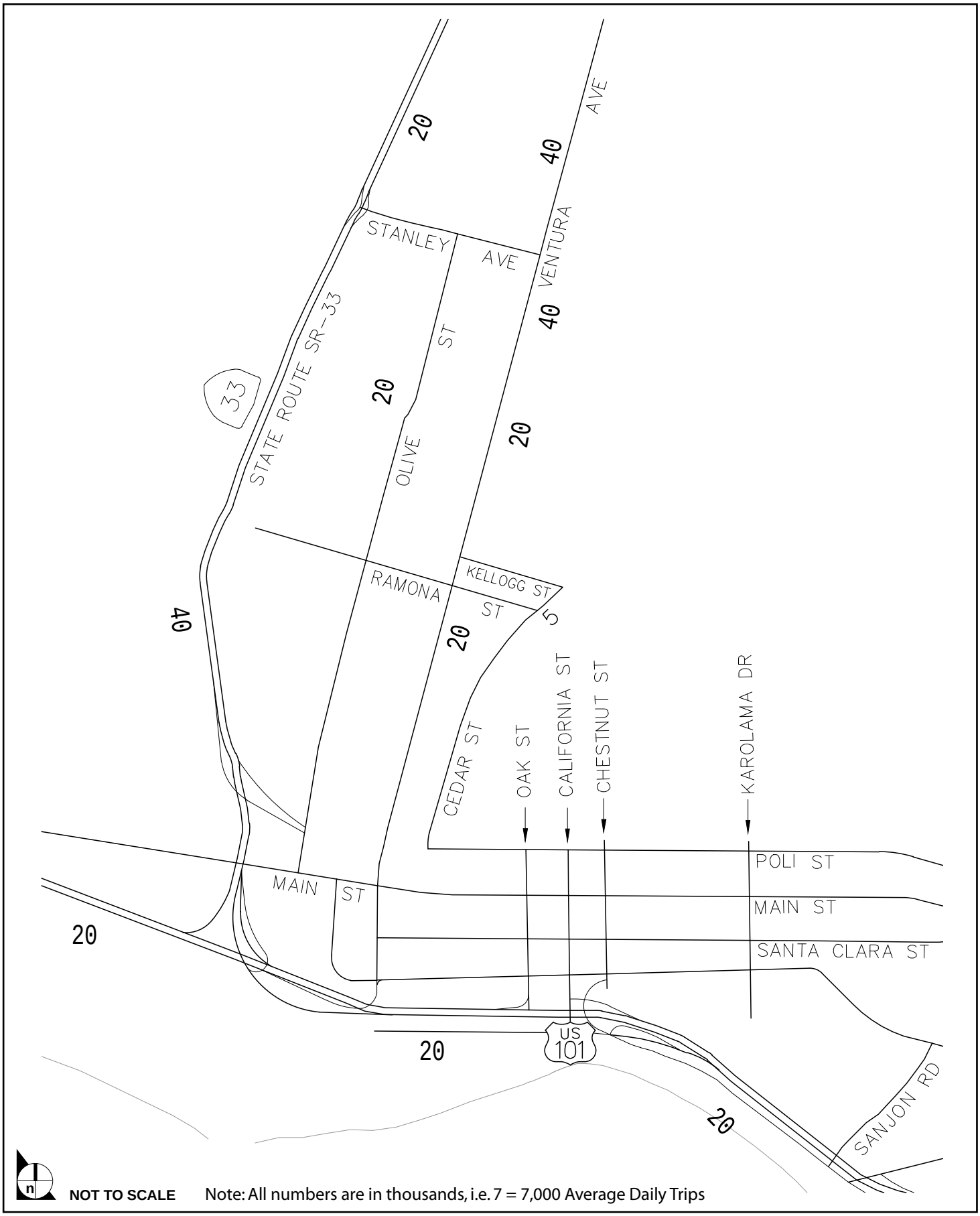
For purposes of defining a substantial increase in traffic noise, the Federal Interagency Committee on Noise (FICON) recommendations were used. **Table 4.10-5, Significance of Changes in Operational Roadway Noise Exposure,** identifies the thresholds that will be used for determining significant roadway impacts.

Table 4.10-5
Significance of Changes in Operational Roadway Noise Exposure

Ambient Noise Level (CNEL)	Significant Impact
< 60 dB	+ 5.0 dB or more
60 – 65 dB	+ 3.0 dB or more
> 65 dB	+ 1.5 dB or more

Source: Impact Sciences, Inc. 2011.

Temporary or periodic noise increases associated with General Plan implementation would primarily result from future construction activity. A temporary increase in noise is considered substantial if it would be in conflict with the City Noise Ordinance, which allows noise generating construction activity between the hours of 7:00 AM and 8:00 PM.



SOURCE: City of Ventura – September 2011

FIGURE **4.10-6**

Trip Distribution (%)

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Neither the *State CEQA Guidelines* nor the City of Ventura define the levels at which groundborne vibration is considered excessive. The Federal Transit Administration has published guidelines for assessing the impacts of ground-borne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The Federal Transit Administration (FTA) threshold for architectural damage for non-engineered timber and masonry buildings (e.g., most residential units) is 0.2 inch per second PPV, which is approximately equal to 94 VdB.[16] The Federal Highway Administration does not provide standards for traffic-related vibrations, since they do not consider highway traffic vibrations a threat to buildings and structures.[17]

c. Analysis, Mitigation Measures, and Residual Impacts

The Westside Community Plan contains the following policy and action pertaining to noise:

Policy: 12 K: Establish flexible form-based standards conducive to successful mixed-use development that provides residential and business opportunities at all economic levels.

Action 12.2.23: Co-locate residential housing types that are compatible with the noise, lighting, and traffic flows of business development in mixed-use projects. Action implemented through Regulating Code.

NOISE-1 Would the project cause 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? (Class III, Not Significant)

Analysis

The Westside Community Plan includes land use designations, policies, and actions that would encourage mixed-use projects in the Westside Community Plan area. The land use designations also include residential uses in close proximity to commercial and industrial uses. The placement of residential and other noise sensitive uses in proximity to heavily traveled roadways (US 101, SR 33, Stanley Avenue, and Ventura Avenue) and commercial and industrial uses could potentially expose such residents to noise levels in excess of the City's Noise ordinance. As discussed above, while recreational

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16 Federal Transit Administration, Office of Planning and Environment, *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06, 2006, 12–13. The Federal Transit Administration recommends that these limits be viewed as "criteria that should be used during the environmental impact assessment phase to identify problem locations that must be addressed during final design."

17 California Department of Transportation, *Transportation Related Earthborne Vibrations (Caltrans Experiences)*, Technical Advisory, Vibration TAV-02-01-R9601, 2002, 10.

facilities are generally tolerant of higher noise levels, some facilities where quiet and solitude are part of the intended recreational experience may be negatively affected by increased noise levels. Existing recreational facilities within the planning area consist of active play areas in an urban setting, and would not be considered facilities where quiet is necessary for the intended recreational experience. Therefore, considering the location of existing parks and uses and the types of development permitted under the Westside Community Planning Project, impacts to existing recreational facilities would be considered less than significant.

Roadway Noise

Vehicular noise could potentially affect sensitive receptors within the Westside Community Planning Project area, as well as sensitive receptors located along the roadway system. The Federal Highway Administration Noise Prediction Model (FHWA-RD-77-108) was used to calculate roadway noise based on the distribution of traffic volumes identified by the City for the proposed project. Noise generated by traffic volumes with and without the project along roadway segments was calculated. Model results are shown in **Table 4.10-6, Roadway Noise in the Planning Area.** As shown, noise increases resulting from the project range from a 0.0 to 1.3 dB(A). The noise-level increases along the analyzed roadway segments would occur below the identified noise thresholds in **Table 4.10-4**, thus resulting in less than significant impacts. For these reasons, this impact is considered to be less than significant.

Table 4.10-6
Roadway Noise in the Planning Area

Roadway	Segment	Existing	Existing Plus Project	Change
EAST-WEST				
Stanley Avenue	SR-33/Olive Street	63.7	64.4	0.7
Stanley Avenue	Olive Street/Ventura Avenue	63.7	65.0	1.3
US 101	West SR 33	77.5	78.2	0.7
US 101	East SR 33	78.7	79.4	0.7
US 101	East California Street	79.5	80.2	0.7
NORTH-SOUTH				
SR 33	North Stanley Avenue	74.1	74.1	0.0
SR 33	South Stanley Avenue	75.5	76.8	1.3
Olive Street	Stanley Avenue/Ramona Street	56.4	57.1	0.7
Olive Street	Ramona Street/Main Street	59.5	59.5	0.0

Roadway	Segment	Existing	Existing Plus Project	Change
Ventura Avenue	North Stanley Avenue	60.8	60.8	0.0
Ventura Avenue	Stanley Avenue/Vince Street	63.4	64.7	1.3
Ventura Avenue	Vince Street/Kellogg Street	63.4	64.1	0.7
Ventura Avenue	Ramona Street/Main Street	62.0	62.0	0.0
Cedar Street	Kellogg Street/Ramona Street	57.7	57.7	0.0
Cedar Street	Ramona Street/Poli Street	60.1	60.8	0.7

Note:
CNEL = Community Noise Equivalent Level
Source: Impact Sciences, model calculations are in ***Appendix 4.10****.*

Stationary/Point Source Noise

Industrial Land Uses

A number of industrial land uses are present within the planning area. The noise generated at existing uses would generally continue unless the site will ultimately be used for other purposes. The Westside Community Plan area identifies four key underutilized sites available for public and private investment to stimulate additional investment in this community. These are discussed in more detail in **Section 3.0**, **Project Description**, and shown in **Figure 3.0-4, Economic Catalyst Sites**. Three of the catalyst sites currently include industrial uses and the fourth site is vacant. The catalyst sites and potential changes to land use are briefly described below.

Catalyst Site #1: Selby: 15 acres for mixed-use development with ground floor commercial and second or third story office above the ground floor. The eastern portion of the property could support high density residential to create a true mixed used development that would be a showcase for travelers as they exit the freeway at Stanley.

Catalyst Site #2: Industrial area south of Stanley Avenue, along Olive Street to be focus of economic development efforts to encourage green and high technology job recruitment to the City.

Catalyst Site #3: Kellogg: 2-acre site for live/work development oriented to artists lofts, with neighborhood services. With its central location on the Avenue, urban plaza and park space fronting the Avenue is a community desired component of this catalyst site.

Catalyst Site #4: School District/AERA: portions of 90-acre site that includes 4-5 acre Avenue School site to be considered for mixed-use development to provide transition between industrial uses to the north and newer residential and commercial uses to the south.

Implementation of the project would be consistent with the General Plan Action 7.32 of Policy 7E, as this policy requires project proponents to minimize the harmful effects of noise if new residential developments are located within areas that exceed 60 db(A) CNEL or within any area designated for commercial or industrial use, would require acoustical analyses and mitigation necessary to ensure that exterior noise does not exceed 65 dB(A) CNEL, and interior noise does not exceed 45 dB(A) CNEL with all windows closed. Policy 7.37 of Policy 7E of the General Plan recommends the use of rubberized asphalt or other sound reducing material for paving and re-paving of City streets. The Mixed Use Development Overlay in the Westside Development Code provides standards to protect residential uses by implementation of proper noise attenuation or any other necessary mitigation from either adjacent on-site or off -site industrial/manufacturing uses. The Mixed Use Development Overlay may be applied to those areas that provide mixed uses.

Loading Docks

External truck loading and unloading docks that may be constructed in commercial and industrial land use designated areas would be potential stationary noise sources. These sources would primarily be associated with the introduction of new retail, commercial, and office uses, and the potential locating of new sensitive uses near existing loading dock areas. Operations at loading docks typically result in noise levels of 64 to 66 dB(A) at 75 feet. The noise from loading docks would likely not cause an increase in long-term average noise of more than 3 dB(A) on the time-weighted L_{dn} scale, and would not be significant from that perspective. However, single noise events could be an annoyance to both existing and proposed residential or any other sensitive land uses within the Westside Community Planning Project area and may exceed the thresholds for stationary sources. Consequently, impacts are considered to be potentially significant. No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the planning area. Implementation of the project would be consistent with the General Plan Action 7.32 of Policy 7E, as this policy requires project proponents to minimize the harmful effects of noise if new residential developments are located within areas that exceed 60 db(A) CNEL or within any area designated for commercial or industrial use, would require acoustical analyses and mitigation necessary to ensure that exterior noise does not exceed 65 dB(A) CNEL and interior noise does not exceed 45 dB(A) CNEL with all windows closed. Policy 7.37 of Policy 7E of the General Plan recommends the use of rubberized asphalt or other sound reducing material for paving and re-paving of City streets. The Mixed Use Development Overlay in the Westside Development Code provides standards to protect residential uses by implementation of proper noise attenuation or any other necessary mitigation from either adjacent on-site or off-site industrial/manufacturing uses.

Electrical and Mechanical Equipment

New retail, commercial, and office uses proposed as part of the Westside Community Plan or the Downtown Specific Plan could introduce various stationary noise sources, including electrical and mechanical air conditioning, most of which would be located on rooftops. Existing and proposed as well other sensitive uses may potentially be affected by the introduction of such equipment. Typically, equipment noise sources produce noise levels of approximately 56 dB(A) at 50 feet. While noise levels may be annoying within a quiet environment, it is very likely that existing daytime ambient levels within the project and surrounding areas would substantially mask these on-site sources. Nevertheless, the possibility exists that retail, commercial, and office uses may be sited near existing and proposed residential uses as well as other sensitive uses within the planning area, noise levels could reach the thresholds for stationary sources. Consequently, impacts are considered to be potentially significant without mitigation.

No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the planning area. Implementation of the project would be consistent with the General Plan Action 7.32 of Policy 7E, as this policy requires project proponents to minimize the harmful effects of noise if new residential developments are located within areas that exceed 60 db(A) CNEL or within any area designated for commercial or industrial use, would require acoustical analyses and mitigation necessary to ensure that exterior noise does not exceed 65 dB(A) CNEL and interior noise does not exceed 45 dB(A) CNEL with all windows closed. Policy 7.37 of Policy 7E of the General Plan recommends the use of rubberized asphalt or other sound reducing material for paving and re-paving of City streets. The Mixed Use Development Overlay in the Westside Development Code provides standards to protect residential uses by implementation of proper noise attenuation or any other necessary mitigation from either adjacent on-site or off -site industrial/manufacturing uses.

On-site and Off-site Residential Uses

Existing and future residents within the planning area would generate and be exposed to stationary source noise, including people talking, doors slamming, parking lot cleaning, air conditioning units, lawn care equipment, stereos, and domestic animals. These noise sources contribute to the ambient noise levels experienced in all similarly developed areas and typically do not exceed the noise standards for the types of land uses proposed. As a result, they are considered less than significant at locations within or outside of the planning area.

The Mixed Use Development Overlay in the Westside Development Code provides standards to protect residential uses by implementation of proper noise attenuation or any other necessary mitigation from

either adjacent on-site or off-site industrial/manufacturing uses. Impacts related to the exposure of persons to or generation of noise levels in excess of standards established in the General Plan, as well as the Noise Ordinance, would be less than significant with implementation of the policies and actions contained in the General Plan, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not significant.

NOISE-2 Would the project cause exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Class III, Not Significant)

Analysis

Persons residing and working in the areas surrounding potential future development sites could be exposed to the generation of excessive ground-borne vibration or ground-borne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can achieve the audible range and be felt in buildings very close to the site. The primary and most intensive vibration source associated with development of each site would be the use of bulldozers. **Table 4.10-7, Vibration Source Levels for Construction Equipment**, lists vibration source levels for typical construction equipment.

Land uses within the Westside Community Planning Project area include residential, industrial, and commercial facilities (i.e., office buildings and retail). Furthermore, the future extension of Cedar Street north of Kellogg Street to south of Franklin Lane would involve grading and earthwork involving the use of construction equipment (e.g., loaded trucks, bulldozers, and pavers) adjacent to residential land uses.

The FTA threshold for architectural damage to non-engineered timber and masonry buildings is approximately 94 VdB. As indicated in **Table 4.10-6**, loaded trucks, which would create the greatest amount of vibration for equipment to be used during construction, are capable of producing approximately 92 VdB at 15 feet. As development of land uses within the project site, including the future extension of Cedar Street, would be developed over the Westside Community Plan planning horizon,

there would be substantially less than 70 vibration events per day[18] at sensitive land use receptors. Given that loaded trucks would be used in excess of 15 feet from the nearest sensitive land uses and given the infrequent number of vibration events per day,[19] construction activities would not exceed the FTA ground-borne vibration threshold for the nearest sensitive land uses surrounding each of the sites.

Table 4.10-7
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB			
	15 Feet	25 Feet	50 Feet	100 Feet
Compressor	88	81	72	63
Loaded trucks	92	86	77	68
Jackhammer	86	79	70	61
Small Bulldozer	64	58	49	39
Backhoe	87	80	71	62
Paver	91	84	75	66

Source: Federal Transit Administration, 2006.

Impacts related to the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels would be less than significant with implementation of the policies and actions contained in the General Plan, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

NOISE-3 Would the project cause substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Class III, Not Significant)

18 A vibration event refers to the number of times the piece of vibratory equipment would be operated per day.

19 For frequent vibration events, defined as greater than 70 vibration events per day. For infrequent vibration events, defined as less than 70 vibration events per day.

Analysis

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning Project area. Implementation of the Westside Community Planning project would be consistent with the General Plan Action 7.32 of Policy 7E, as this policy requires project proponents to minimize the harmful effects of noise if new residential developments are located within areas that exceed 60 dB(A) CNEL or within any area designated for commercial or industrial use, would require acoustical analyses and mitigation necessary to ensure that exterior noise does not exceed 65 dB(A) CNEL and interior noise does not exceed 45 dB(A) CNEL with all windows closed. Policy 7.37 of Policy 7E of the General Plan recommends the use of rubberized asphalt or other sound-reducing material for paving and re-paving of City streets.

In addition, any future construction located within the project site would only be allowed between the hours of 7:00 AM and 8:00 PM.

Roadway noise levels would generally rise as traffic levels increase under any of the General Plan land use scenarios. However, implementation of proposed policies and actions, in combination with the additional action recommended above, would reduce impacts associated with projected development to a less than significant level for any of the six land use scenarios. The use of rubberized asphalt or other noise attenuation methods would be feasible for Ventura Avenue (which could experience an increase in noise). The City of Ventura has used rubberized asphalt in repaving projects for other major streets in the City.

Impacts related to a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, would be less than significant with implementation of the policies and actions contained in the General Plan, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

NOISE-4 Would the project cause substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Class III, Not Significant)

Analysis

Construction of individual projects throughout the Westside Community Planning Project area could intermittently generate high noise levels. This could affect sensitive receptors near individual construction sites. A temporary increase in noise is considered substantial if it would be in conflict with the City Noise Ordinance, which allows noise generating construction activity between the hours of 7:00 AM and 8:00 PM. However, as concluded in the General Plan EIR for buildout construction Citywide, compliance with Noise Ordinance restrictions on construction timing would reduce this impact to less than significant. Impacts specific to the Westside Community Planning Project area are not expected to be different from the Citywide assessment. Therefore, impacts would be less than significant with implementation of the policies and actions contained in the General Plan, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

Roadway

As stated in **Section 3.0, Project Description**, the proposed project would increase projected development within the Westside Community Planning Project area above what was projected to occur by 2025 by 150 residential dwelling units, 49,005 square feet of retail uses, and 54,450 square feet of office uses. The growth projections of the proposed project that exceed those anticipated for the Westside Community Planning Project area would consequently exceed the growth projections for the City through 2025.

Cumulative development of projects within the Westside Community Planning Project area would likely result in a substantial permanent increase in noise levels due to roadway traffic. The Federal Highway Administration Noise Prediction Model (FHWA-RD-77-108) was used to calculate roadway noise based on the distribution of traffic volumes identified in the traffic impact analysis for the proposed project. In order to determine whether the project would result in a cumulatively significant impact, the increase between existing conditions and future conditions was determined. Refer to **Table 4.10-8, Cumulative Roadway Noise Levels.** The majority of these noise level increases would not exceed the thresholds identified above in **Table 4.10-4**, thus resulting in less than significant impacts.

Point Source

With regard to stationary sources, there could be a cumulatively significant impact resulting from cumulative development. The major stationary sources of noise would be introduced by each individual proposal within the planning area and the City, and some projects would include rooftop equipment, loading docks, and parking lots. Since these projects would be required to adhere to City noise standards, all the stationary sources would be required to provide shielding or other noise abatement measures so as not to cause a substantial increase in ambient noise levels. Therefore, it is not anticipated that a significant cumulative increase in permanent ambient noise levels would occur; therefore, the impact would be less than significant. Consequently, the project contribution to cumulative impact is not considerable.

Table 4.10-8
Project Roadway Noise Levels dB(A)

Roadway	Segment	Existing	With Project	Cumulative	Change Existing to Cumulative
EAST-WEST					
Stanley Avenue	SR-33/Olive Street	63.7	64.4	64.5	0.8
Stanley Avenue	Olive Street/Ventura Avenue	63.7	65.0	64.5	0.8
US 101	West SR 33	77.5	78.2	78.6	1.1
US 101	East SR 33	78.7	79.4	79.7	1.0
US 101	East California Street	79.5	80.2	80.4	0.9
SR 33	North Stanley Avenue	74.1	74.1	74.5	0.4
SR 33	South Stanley Avenue	75.5	76.8	76.4	0.9
Olive Street	Stanley Avenue/Ramona Street	56.4	57.1	58.7	2.3
Olive Street	Ramona Street/Main Street	59.5	59.5	60.1	0.6
Ventura Avenue	North Stanley Avenue	60.8	60.8	62.0	1.2
Ventura Avenue	Stanley Avenue/Vince Street	63.4	64.7	64.2	0.8
Ventura Avenue	Vince Street/Kellogg Street	63.4	64.1	64.0	0.6
Ventura Avenue	Ramona Street/Main Street	62.0	62.0	62.5	0.5
Cedar Street	Kellogg Street/Ramona Street	57.7	57.7	58.7	1.0
Cedar Street	Ramona Street/Poli Street	60.1	60.8	61.2	1.1

Source: Impact Sciences, model calculations are in ***Appendix 4.10****.*

Specific projects proposed within the Westside Community Planning Project area would be required to undergo project-level review. Furthermore, each individual development proposal within the Westside Community Planning Project area and the City would be required to comply with applicable goals, policies and actions contained in the 2005 General Plan, and other applicable specific plans, to assure that potential impacts are mitigated to the extent feasible. With implementation of these existing applicable standards, cumulative impacts would be Class III, Not Significant. Therefore, the Westside Community Planning project's contribution to cumulative impacts would not be cumulatively considerable.

4.11 POPULATION, HOUSING, AND EMPLOYMENT

4.11.1 INTRODUCTION

This section analyzes the impacts of the Westside Community Planning Project on population, housing, and employment in the City of Ventura. Information from the 2010 US Census, California Department of Finance, and Southern California Association of Governments was used to prepare the following analysis.

4.11.2 ENVIRONMENTAL SETTING

a. Existing Population, Housing and Employment

Between 2000 and 2010, the population of the City of Ventura increased from 100,916 residents to 106,433 residents, an increase of 5,517 residents, or approximately 5.5 percent over a 10-year period.[1] The California Department of Finance (DOF) estimates the City's 2011 population at 107,124 residents.[2] The City's average household size was 2.6 residents in 2010,[3] and is estimated at 2.65 residents for 2011.[4]

Between 2000 and 2010, the number of housing units in the City of Ventura increased from 39,803 to 42,795, an increase of 2,992 housing units, or approximately 7.5 percent over a 10-year period.[5] The DOF estimates the City's 2011 housing supply at 48,230 units.[6] DOF is currently revising its estimates of population and housing to reflect data from the 2010 US Census, and it is likely that the 2011 estimate will be revised down.

The Southern California Association of Governments (SCAG) adopted growth forecast provided in the 2008 Regional Transportation Plan (RTP) projects a 2010 employment population of 69,211 for the City of Ventura.

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1 Southern California Association of Governments, *Profile of the City of San Buenaventura*, (2011) 3.

2 California Department of Finance, "E-5 City/County Population and Housing Estimates 2010–2011 with 2010 Census Benchmark" (2011).

3 Southern California Association of Governments, *Profile of the City of San Buenaventura*, (2011) 8.

4 California Department of Finance, "E-5 City/County Population and Housing Estimates 2010–2011 with 2010 Census Benchmark" (2011).

5 California Department of Finance, "E-5 City/County Population and Housing Estimates 2000–2010 with 2000 Benchmark" (2010).

6 California Department of Finance, "E-5 City/County Population and Housing Estimates 2010–2011 with 2010 Census Benchmark" (2011).

b. Project Area

As shown in **Table 3.0-6** in **Section 3.0, Project Description**, existing development within the planning area consists of 4,184 dwelling units, 298,181 square feet of retail commercial, 8,332 square feet of office space, 1,056,977 square feet of industrial development, 422,658 square feet of institutional development, and 422,658 square feet of civic and religious uses. Based on the DOF's estimated 2011 household size of 2.65 residents per dwelling unit, the planning area would have an estimated population of 11,088 residents.

c. Regulatory Framework

Southern California Association of Governments

The Southern California of Governments (SCAG) is the metropolitan planning organization (MPO) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As part of its responsibilities as MPO, SCAG prepares regional growth forecasts to facilitate the Regional Transportation Plan (RTP) and other regional planning efforts.

General Plan Housing Element

The City's 2008 Housing Element is provided in the City's *General Plan*. This element sets forth the City's goals and policies with respect to housing and establishes a comprehensive six-year program strategy for the 2008 to 2014 planning period. The Housing Element identifies strategies and programs that focus on (1) preserving and improving housing and neighborhoods, (2) providing adequate housing sites, (3) assisting in the provision of affordable housing, (4) removing governmental and other constraints to housing investment, and (5) promoting fair and equal housing opportunities.

The following goals and policies from the General Plan Housing Element would apply to the proposed project:

Goal 1 Maintain and improve the quality of existing housing and residential neighborhoods in Ventura.

Policy 1.1 Encourage citizen involvement in addressing the maintenance and improvement of the housing stock and neighborhood quality.

Goal 2 Facilitate the provision of a range of housing types to meet the diverse needs of the community.

Policy 2.1 Provide high quality housing for current and future residents at all income levels. Promote housing that is developed under modern sustainable community standards.

Policy 2.2 Provide expanded housing opportunities for the City's workforce. Promote the City's affordable housing programs with employers in Ventura.

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.

Policy 2.6 Support a variety of housing types to address the needs of agricultural workers, including affordable rentals, mobile home parks, single room occupancy hotels (SROs), and group housing for migrant laborers.

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.

Policy 2.8 Encourage the provision of housing adaptable to the physically disabled through integration of universal design features in new development, and compliance with Title 24 of the California Health and Safety Code.

Policy 2.11 Continue to implement the inclusionary housing ordinance as a means of integrating affordable units within new residential development: (1) Require affordable units to be provided on or off site, with allowance for payment of an in-lieu fee at the discretion of the City; (2) Evaluate the financial impact of inclusionary requirements on development, and assess incentive-based alternative strategies for provision of affordable housing.

Policy 2.12 Facilitate the provision of second units as a means of providing affordable rental housing in existing neighborhoods. Ensure compatibility with the primary unit and surrounding neighborhood.

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.

Policy 2.14 Promote and facilitate non-traditional housing types and options, including co-housing, assisted living facilities, live-work spaces, transitional housing, emergency shelters, farm employee housing, and artist lofts.

Goal 3 Provide adequate housing sites through appropriate land use and zoning designations to accommodate the City's share of the regional housing needs.

Policy 3.2 Implement smart growth principles by providing incentives for quality infill projects that utilize existing infrastructure such as expediting permit processing.

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.

Policy 3.4 Utilize the Downtown Specific Plan and form-based codes as a tool to accommodate infill and mixed use development contextually.

Policy 3.5 Explore residential reuse opportunities on obsolete commercial properties, such as older motels and underutilized historic structures.

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.

Policy 3.8 Facilitate the development of mixed-use projects in appropriate commercial areas, including stand-alone residential developments

(horizontal mixed-use) and housing above ground floor commercial uses (vertical mixed-use).

Policy 3.9 Promote higher density housing as part of mixed-use developments along parts of Thompson Boulevard and Main Street in Midtown Ventura, as well as other areas such as Westside, Downtown, and East Ventura.

Policy 3.10 Promote mixed-use developments on the Westside of Ventura.

Goal 4 Mitigate or remove any potential governmental constraints to housing production and affordability.

Policy 4.5 Provide flexibility in development standards to accommodate new models and approaches to providing affordable housing, such as cohousing, live/work units and assisted living facilities.

Goal 5 Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 5.3 Promote housing that meets the special needs of large families, elderly persons, agricultural workers, and the disabled.

4.11.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XIII, Population and Housing, the following significance thresholds are used to evaluate project impacts related to population and housing.

PH-1 Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

PH-2 Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

PH-3 Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

b. Methodology

For the purposes of the following analysis, substantial population growth is defined as population growth that exceeds adopted population growth forecasts for the City. Regional growth forecasts prepared by SCAG for the adopted 2008 RTP were used to analyze the potential impact of population and employment growth under the proposed project.

c. Analysis, Mitigation Measures, and Residual Impacts

Chapter 12.2, Our Prosperous Community, of the Westside Community Plan identifies the following goals, policies, and actions pertaining to housing and employment:

Goal — Increase local shopping opportunities, diversify the local economy, and create job opportunities in the Westside areas.

Goal — Provide for a variety of Westside Community workforce and transitional housing opportunities.

New Goal — Encourage diverse and equitable neighborhoods that provide housing options for the full range of incomes, physical abilities, and ages.

Policy 12 D — Stimulate private investment for revitalization of underutilized parcels in the Westside Community Plan area.

Action 12.2.1 — Establish a redevelopment project area, in addition to identifying other federal, state and local funding sources for the Westside Community Planning project area to stimulate economic development and generate leverage funds for development opportunity sites in the area.

Action 12.2.2 — Stimulate investment in four catalyst sites for their redevelopment through available public and private financing at Rocklite and Ventura Avenue (Selby site); Kellogg and Ventura Avenue (Kellogg); along Olive at Stanley Avenue (Stanley/Olive); and portions of AERA and Ventura Unified School District parcels west of Ventura Avenue at Shell Road (School District/AERA) as follows:

Catalyst Site #1: Selby: 15 acres for mixed-use development with ground floor commercial and second or third story office above the ground floor. The eastern portion of the property could support high density residential to create a true mixed used development that would be a showcase for travelers as they exit the freeway at Stanley.

Catalyst Site #2: Industrial area south of Stanley Avenue, along Olive Street to be focus of economic development efforts to encourage green and high technology job recruitment to the City.

Catalyst Site #3: Kellogg: 2-acre site for live/work development oriented to artists' lofts, with neighborhood services. With its central location on the Avenue, urban plaza and park space fronting the Avenue is a community-desired component of this catalyst site. See graphic on page 21 for Illustrative example.

Catalyst Site #4: School District/AERA: portions of 90-acre site that includes 4-5 acre Avenue School site to be considered for mixed-use development to provide transition between industrial uses to the north and newer residential and commercial uses to the south.

Policy 12 E Support economic growth and the creation of high tech and green technology jobs through business retention, expansion, and formation.

Action: 12.2.3 Design and conduct a business-marketing program to publicize the key attributes of a Westside location to the business community.

Action 12.2.4 Collaborate with countywide, regional, and statewide economic development organizations to heighten awareness among targeted industries about the characteristics of business sites in the Westside. Action

Action 12.2.5 Establish a strategic vision that outlines Ventura Avenue as the City's Green Business Corridor.

Action 12.2.6 Form and fund an incentive program that targets businesses within desirable high-tech, green and creative industries to establish or relocate in the Westside Community.

Policy 12 F Identify and designate Westside sites that are compatible with development opportunities for technology businesses and professional services firms to provide jobs.

Action 12.2.7 Establish a cohesive strategy for redevelopment of former oil industrial areas along Stanley Avenue and Olive Street.

Action 12.2.8 Expressly preserve underutilized sites on the Westside for job producing uses with respect to the whole community planning area.

Action 12.2.9 Designate suitable locations and development standards for industrial and service commercial businesses in the Westside Community. Action implemented through Regulating Code designation.

Action 12.2.10 Zone or maintain at least 96 acres for industrial and service commercial development, based on economic market analysis to inform the Plan. Action implemented through Regulating Code designation of Special District Industrial and Urban Center/Urban General.

Action 12.2.11 Pursue funding for brownfield site assessment and remediation to facilitate reuse of obsolete industrial parcels in the Westside Community.

Action 12.2.12 Locate sites or developments that could potentially house a green technology incubator and partner with other organizations for implementation.

Action 12.2.13 Respect and preserve oil production, high value job base and maintain existing land use, but anticipate long-range industrial mixed-use development of the Avenue School site. (Catalyst 4)

Policy 12 G Collaborate with workforce training agencies and services programs to ensure Westside local worker access to new jobs.

Action 12.2.14 Coordinate with the California Employment Development Department, the County Human Services Agency, the Ventura Workforce Investment Board, Regional Occupation Program, and other workforce training agencies to provide well-tailored employment training programs to meet the needs of businesses locating in the Westside and resident workers seeking new employment opportunities.

Policy 12 H Prioritize and promote expansion of local-serving retail and service businesses to improve shopping opportunities in the Westside Community.

Action 12.2.15 Zone locations for local-serving retail commercial businesses. Action implemented through Regulating Code designation.

Action 12.2.16 Zone suitable sites for future retail commercial development to serve growth in Westside market demand. Action implemented through Regulating Code designation.

Policy 12 I Promote development of Westside housing opportunities commensurate with the incomes generated by local businesses, at both upper and lower income levels.

Revised Action 12.2.17 Encourage mixed use development to achieve a mix of housing types for a range of household income levels and options for seniors, families with children, and persons with disabilities in the community. Action implemented through Development Code.[7]

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7 Revised by City Council action on June 6, 2011.

Policy 12 J Encourage high quality, sustainable and green development project designs that reflect environmental quality and consideration of long-term benefit over short-term gain.

Action 12.2.18 Expand the range of building and site design options that are permitted in order to further reduce the environmental footprint of new development in the community. Action implemented through Regulating Code.

Action 12.2.19 Establish cost-effective private property design standards to provide visual buffers to screen industrial business operations from public right-of-ways. Action implemented through Regulating Code.

Action 12.2.20 Identify funding or incentive programs to assist property owners in property improvements to screen industrial operations and reduce off-site visual impacts.

Policy: 12 K: Establish flexible form-based standards conducive to successful mixed-use development that provides residential and business opportunities at all economic levels.

Action 12.2.21 Allow commercial businesses to be located where they benefit from traffic flow and visibility in order to capture market support from outside the Westside Community. Action implemented through Regulating Code.

Action 12.2.22 Allow for shared parking in mixed-use projects to reduce the overall costs of development and defray the cost to commercial development. Action implemented through Regulating Code.

Action 12.2.23 Collocate residential housing types that are compatible with the noise, lighting, and traffic flows of business development in mixed use projects. Action implemented through Regulating Code.

PH-1 Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Class III, Not Significant)

Analysis

The growth forecast for the land uses proposed in the Westside Community Planning Project area would add 1,415 new dwelling units in the planning area by 2025, or approximately 150 more dwelling units than projected by the 2025 General Plan. Based on the Department of Finance estimated 2011 household size of 2.65 residents per dwelling unit, this would add approximately 3,750 residents to the Westside Project Area; or approximately 400 more than predicted by the 2005 General Plan. Using the Department of Finance multiplier, this would result in an estimated 2025 Citywide population of 127,233. residents.

Table 4.11-1, Project Growth and 2025 Forecast, compares population and household increases forecast for the proposed project to growth forecast for the City through 2025.

Table 4.11-1
Project Growth and 2025 Forecast

	Existing (2011)	Existing Plus Project	2025 RTP Forecast
Population	107,124	127,233	127,032
Households	40,441	49,288	48,665

Sources: SCAG, Adopted 2008 RTP Growth Forecast, by City, (2008)*; California Department of Finance, "E-5 City/County Population and Housing Estimates 2010–2011 with 2010 Census Benchmark"*

The proposed project would contribute toward an estimated citywide 2025 population of 127,233 residents and 49,288 households. Allowing for annual variance in the Department of Finance multiplier, and higher deviance from the household size estimated by SCAG for population per household, the proposed project would not substantially exceed the SCAG 2008 RTP population growth forecast for the City of 127,032 residents, but would exceed the SCAG 2008 forecast of 48,665 households in 2025.

The SCAG adopted growth forecast for the 2008 RTP projects a 2025 employment population of 80,017 Citywide. Growth forecasts for the land uses proposed in the Westside Community Planning Project include the development of 100,641 square feet of retail, 163,450 square feet of office, and 77,000 square feet of industrial land uses by 2025. According to a SCAG employment density report, buildout of these proposed land uses would result in approximately 1,035 employees based on regional average square

foot per employee factors for these land use types.[8] This would result in an estimated 2025 Citywide employment population of 70,246. This is well within the SCAG 2008 RTP employment population projections for 2025.

Action 12.2.2 in the Westside Community Plan area identifies four key underutilized sites available for public and private investment to stimulate additional investment in this community. These are discussed in more detail in **Section 3.0**, **Project Description** and are shown in **Figure 3.0-5, Economic Catalyst Sites**. Should one or more of these sites be developed, they will increase the housing supply and employment opportunities in the City for improved jobs housing balance.

The General Plan and Westside Community Plan contain numerous other goals, policies, and actions supporting the creation of housing and employment opportunities within the planning area. The 2005 General Plan includes various policies that encourage mixed use and infill development and would be expected to reduce vehicle miles traveled (VMT) and associated air pollutant emissions compared to previous low density development within the City. Impacts related to population growth would therefore be less than significant (Class III, Not Significant).

Mitigation Measures

No mitigation measures are required

Residual Impacts

Impacts would be Class III, Not Significant.

PH-2 Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Class III, Not Significant)

Analysis

The City of Ventura is proposing the Westside Community Planning Project to implement the City's General Plan by adopting the Westside Community Plan and the Westside Development Code. The Westside Community Plan provides direction on requirements and development standards for new development, policies, and actions to implement the Development Plan vision and goals, and the Westside Community Development Code regulates the types and intensities of development and land uses within the Westside Community Plan area. No specific development projects are proposed at this

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8 Southern California Association of Governments, *Employment Density Study, Summary Report*, (2001). Prepared by The Natelson Company, Inc. in association with Terry A. Hayes Associates.

time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Plan area. Therefore, approval of the Westside Community Planning Project would not directly cause the construction or demolition of any existing housing. Development forecast to occur within the planning area through the 2025 planning horizon for the project would result in the redevelopment of existing residential and nonresidential properties within the planning area under the new form-based code provided by the project, which would allow for increased residential and nonresidential density within the planning area. As discussed previously, this would permit the construction of an estimated 1,415 new residential units within the planning area.

As individual properties are redeveloped, residents may be temporarily displaced. However, the project is forecast to result in a net increase in housing available in the planning area. These new dwelling units could be occupied by displaced residents, and would not require the construction of replacement housing elsewhere. Therefore, impacts related to the displacement of existing housing would be less than significant.

Mitigation Measures

No mitigation measures are required

Residual Impacts

Impacts would be Class III, Not Significant.

PH-3 Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Class III, Not Significant)

Analysis

The Westside Community Plan would regulate land use and zoning designations for properties within the planning area and would not directly cause the displacement of residents in existing housing in the planning area. Development forecast to occur within the planning area through the 2025 planning horizon for the project would result in the redevelopment of existing residential and nonresidential properties within the planning area under the new form-based code provided by the project, which would allow for increased residential and nonresidential density within the planning area. As discussed previously, this would permit the development of an estimated 1,415 new residential units within the planning area.

As individual properties are redeveloped, residents may be temporarily displaced. However, the project is forecast to result in a net increase in housing available in the planning area. These new dwelling units could be occupied by displaced residents, and would not require the construction of replacement housing elsewhere. Therefore, impacts related to the displacement of residents would be less than significant (Class III, Not Significant).

Mitigation Measures

No mitigation measures are required

Residual Impacts

Impacts would be Class III, Not Significant.

d. Cumulative Impacts

Development under the Westside Community Planning Project is forecast to result in the construction of 150 more housing units than projected for the Westside Community Planning area in the 2005 Ventura General Plan. . The construction of these units would result in an additional population of 398 residents above the estimated citywide population of 126,968 residents by 2025,[9] for a total citywide population of 127,233, generally consistent with the SCAG 2025 population forecast of 127,032 residents.

The proposed project would also exceed the General Plan projections for the Westside Planning area by 49,005 square feet of retail space and 54,450 square feet of office space. According to a SCAG employment density report, predicted development of these proposed land uses would result in approximately 860 employees based on regional average square foot per employee factors for these land use types.10 This would result in an estimated 2025 citywide employment population of 70,071. This is within the SCAG 2008 RTP employment population projections 80,017 for 2025. Therefore, cumulative impacts related to population growth would be less than significant (Class III, Not Significant) and the project's contribution to cumulative impacts would not be cumulatively considerable.

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9 City of Ventura, *2005 General Plan Final Environmental Impact Report*, (2005) 4.15-6.

10 Southern California Association of Governments, *Employment Density Study, Summary Report*, (2001). Prepared by The Natelson Company, Inc. in association with Terry A. Hayes Associates.

4.12 SERVICE SYSTEMS

INTRODUCTION

The following sections address potential impacts to service systems, including police, fire, schools, libraries, parks, and solid waste. Information for these sections was collected from related planning documents (and the agencies providing these services to the City of San Buenaventura (City of Ventura).

4.12.1 Police Protection

4.12.1.1 INTRODUCTION

This section analyzes the impacts of the Westside Community Planning Project on law enforcement services in the City of Ventura. Information provided by the Ventura Police Department was used to prepare the following analysis.

4.12.1.2 ENVIRONMENTAL SETTING

a. Ventura Police Department

Law enforcement services for the City of Ventura are provided by the Ventura Police Department (VPD). The VPD headquarters is located at 1425 Dowell Drive, approximately 5 miles east of the southern portion of the project area. VPD also operates a storefront community resource center in the project area, which is located at 110 North Olive Street, #K. VPD is currently staffed with 172 employees, consisting of 122 sworn officers and 50 civilian staff. On average, VPD responds to approximately 88,000 calls for service annually. In 2010, VPD recorded 216 violent crimes and 3,465 property crimes.[1] In 2010, officers responded within 5 minutes to 68 percent of priority 1 calls for service, which indicate a crime in progress.

VPD divides the City into four geographic beats, which are created based on the number of crimes reported and calls for service. The project area is located in Beat 1, which includes the Ventura Avenue area extending down to California Street in the downtown area. **Figure 4.12.1-1, Ventura Police Department Beat 1 Boundary**, illustrates the current boundary of Beat 1 and the location of the VPD headquarters and Westside Community Resource Center.

Ventura Police Department Strategic Plan

The VPD's 2011 strategic plan, *A Crime Fighting Blueprint for Our Community*, provides goals and strategies for the three-year period from 2011 to 2014. The strategic plan provides goals and strategies intended to maintain and improve existing levels of police protection service in Ventura. The strategic plan establishes a goal of responding to crimes in progress (priority 1 calls) within 5 minutes 90 percent of

1 Ventura Police Department, *A Crime Fighting Blueprint for Our Community*, (2011) 4.

the time.[2] As discussed above, VPD responded to 68 percent of such calls within this timeframe in 2010. VPD does not currently have standards for staffing.

b. Regulatory Framework

General Plan

The *Our Healthy and Safe Community* chapter is one of 10 chapters of the City's 2005 General Plan. This chapter sets forth the City's goals and policies with respect to public safety and identifies strategies and programs that focus on (1) reducing crime and the fear of crime, (2) improving the quality of life in neighborhoods, (3) enhancing community and police partnerships, (4) developing personnel, and (5) continued accountability.

The following policy and actions from the General Plan Safety Element would apply to the proposed project:

Policy 7D — Improve community safety through enhanced police service

Action 7.15 — Increase public access to police services by:

- increasing police staffing to coincide with increasing population, development, and calls for service,
- increasing community participation by creating a Volunteers in Policing Program, and
- require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.

Action 7.17 — Establish a nexus between police department resources and increased demands associated with new development.

Action 7.19 — Expand Police Department headquarters as necessary to accommodate staff growth

2 Ventura Police Department, *Blueprint*, 4.

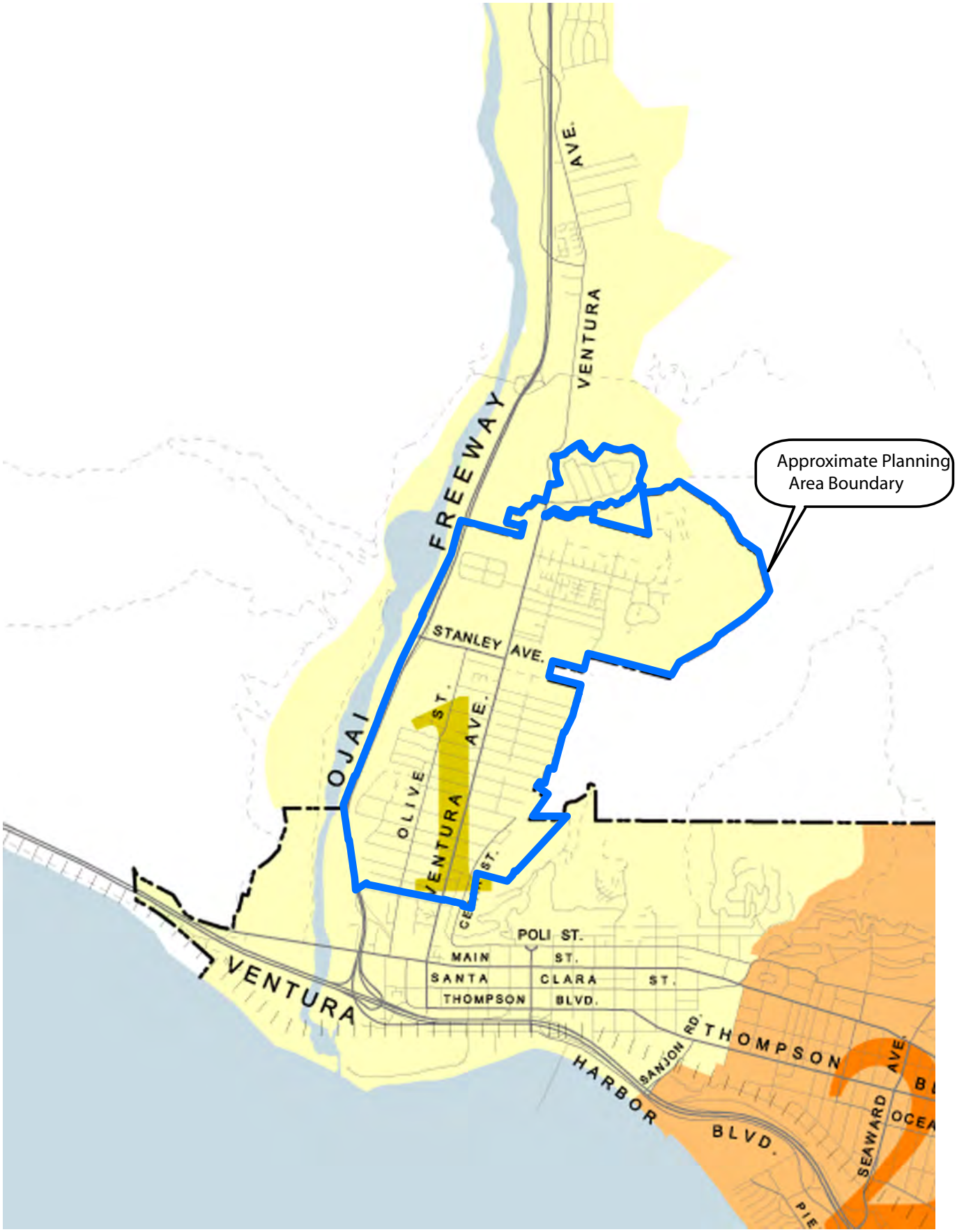

FIGURE **4.12.1-1**

Ventura Police Department Beat 1 Boundary

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Downtown Specific Plan

The Downtown Specific Plan provides goals and actions that apply to the 36 acres in the Redevelopment Project area that are subject to this specific plan. The following actions identified in the Downtown Specific Plan apply to this portion of the proposed project:

Action 8.20	Adopt and implement Crime Prevention Design Guidelines recommended by the Ventura Police Department (VPD) to address public safety issues through commercial and residential project design. All new developments and tenant improvements in the Downtown Redevelopment Area shall be collaboratively reviewed by the VPD, Public Works, and Community Development to prevent blight and improve public safety through site design.
Action 8.21	Partner with the Police Department, Public Works and the Redevelopment Agency to identify and implement public safety improvements, including redevelopment and enhancement of existing public parks, plazas, parking areas, and restrooms.

4.12.1.3 IMPACT ANALYSIS

a. Threshold of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XIV, Public Services, the following significance threshold is used to evaluate project impacts related to Police Protection.

POL-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

b. Methodology

Resources referenced in this section include the 2005 General Plan *Our Healthy and Safe Community* chapter, the VPD's 2011 strategic plan, *A Crime Fighting Blueprint for Our Community*, and the City of Ventura's VPD website.

c. Analysis, Mitigation Measures, and Residual Impacts

The Westside Community Plan provides the following policy and actions intended to address public safety in Chapter 12.7, *Our Healthy and Safe Community*:

Action 12.7.5 Require new development to pay their fair share to fund additional public safety facilities and services for police and fire.

Action 12.7.6 Integrate features such as public visibility, nighttime public use, low-level lighting, or other crime prevention measures, into the design of commercial and public buildings in order to create a safe environment, particularly in mixed-use areas.

Action 12.7.8 Pursue public, private, and grant funding to add code enforcement personnel in order to provide enhanced services to Westside public places, recognizing the relationship of crime to poorly maintained areas.

POL-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Analysis

As discussed in **Section 4.11, Population, Housing, and Employment**, the Westside Community Planning Project would allow for some intensification of residential, office, and commercial uses within the Westside Community Plan area. New housing constructed through the project's horizon year of 2025 would result in an estimated increase in population of 3,750 residents. This increase in residents and retail and office uses could result in increased demand for police protection services within the project area.

VPD does not currently have a staffing standard; however, the existing ration of VPD staffing to residents is compared with the projected needs of the project in order to provide a framework for analysis. Current VPD staffing levels provide approximately 1.19 sworn officers and 0.39 non-sworn personnel per 1,000 residents. To maintain existing staffing levels with the project-related increase in population, VPD would need to add approximately 5 sworn and 2 non-sworn employees during the planning period to 2025. However, the geographic area served by the VPD would not substantially increase.

The implementation of the actions for the Westside Community Plan area, identified above, would both provide enhanced public safety features within the project area and increase the staffing levels within the VPD. The portion of the Westside Redevelopment Project area located outside the Westside Community Plan area is located within the City's adopted Downtown Specific Plan Area. The Downtown Specific Plan also contains policies and actions to address public safety issues through commercial and residential project design and to identify and implement public safety improvements. Police protection services are not facility-driven; that is, police protection services are not reliant on facilities in order to effectively patrol a beat. Existing facilities are adequate to house the additional law enforcement staff that would be needed to serve the planning area. Therefore, if police officers and patrol vehicles are equipped with adequate telecommunications equipment in order to communicate with police headquarters, additional facilities would not be needed.

No specific development projects are proposed at this time and analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area. Implementation of the actions provided in the Westside Community Plan, the Downtown Specific Plan, and the General Plan would support VPD efforts to provide adequate police protection services in the project area, and impacts would be less than significant. Impacts would therefore be Class III, Not Significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

d. Cumulative Impacts

Growth within the City of Ventura through the City's 2025 general plan horizon would cause increased demand for police protection services. The City's General Plan includes policies and actions to ensure that police facilities are expanded as needed to accommodate staff growth. No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area and within other areas of the City. New development proposals within the City would also be reviewed and would be required to adhere to the policy and actions provided in the General Plan and/or community plan within which they are located, which would support VPD efforts to provide adequate police

protection services and reduce crime and calls for service in the project area. In the event that the construction of new police protection facilities is necessary, any future facilities would require environmental review under CEQA.

The proposed project would exceed the General Plan projections by 150 residential dwelling units, resulting in 385 residents more than were projected to reside in the City in 2025. An additional 49,005 square feet of retail space and 54,450 square feet of office space would also be permitted. The additional 385 residents and additional office and retail development would not be a substantial increase, and the cumulative impact would be less than significant. Cumulative impacts would therefore be Class III, Not Significant, and the project's contribution to cumulative impacts would not be cumulatively considerable.

4.12.2 Fire Protection

4.12.2.1 INTRODUCTION

This section analyzes the impacts of the Westside Community Planning project on fire protection services in the City of Ventura. Information provided by the City of Ventura Fire Department was used in preparing the following analysis.

4.12.2.2 ENVIRONMENTAL SETTING

a Ventura Fire Department

The City of Ventura Fire Department (VFD) provides fire protection service in the project area. VFD currently employs 63 sworn firefighters and operates five fire stations in Ventura, with administrative offices at 1425 Dowell Drive. With the acceptance of a federal grant, Fire Station 4, which is currently closed, is scheduled to reopen in January 2012, adding nine sworn firefighters. Funding for these positions is provided for three years. On average, VFD responds to approximately 11,500 calls for service annually. In addition to fire suppression, VFD provides medical, hazardous materials, ocean rescue, and urban search and rescues emergency response services. Approximately 75 percent of all VFD responses are for emergency medical service.

Response times to calls for emergency service vary depending on staffing levels, distance from available fire station resources to the location of a given emergency, and the pattern of development within a service area. VFD has a reciprocal agreement with the Ventura County Fire Protection District (VCFPD), which specifies that the fire resource closest to an emergency is the first to respond, in order to ensure that residents receive the fastest response possible in emergency situations.

The nearest station to the project area is Fire Station 1, located within the project area at 717 North Ventura Avenue. **Figure 4.12.2-1, Fire Station Location**, illustrates the location of this station within the project area. Station 1 is staffed 24 hours a day by a paramedic engine company with three firefighters on duty. Additional emergency personnel are available from this station.

The VFD has a response time goal of 5 minutes for at least 90 percent of calls for service; however, response times in certain areas of the City currently exceed 5 minutes. Response times from Fire Station 1

typically exceed 5 minutes for areas located north/northeast of the North Ventura Avenue and Seneca Drive intersection.[1]

The hillsides to the east of the Westside Community Planning Area are vulnerable to wildfires. **Figure 4.12.2-2, Wildfire Risk Zones,** shows the locations of the Wildfire Risk Zones in the project area. As shown, the eastern edge of the project area is located within a Very High wildfire risk area. The VFD manages an ongoing Fire Hazard Reduction Program to assist property owners with fire prevention measures. The goal of the City's Hazard Reduction Program is to reduce the threat of wildfire in vegetated hillsides and canyon areas. The VCFPD also enforces programs to reduce the risk of wildfires within the jurisdiction of the VCPFD.

The flow rate of a water supply available for fighting fires is also used by the VFD to evaluate the provision of fire services. The availability of water for fire flow is discussed in **Section 4.14, Utilities and Service Systems.**

b. Regulatory Framework

General Plan

Our Healthy and Safe and Community chapter is one of 10 chapters of the City's 2005 General Plan. This chapter sets forth the City's goals and policies with respect to public safety.

The following policy and actions from the 2005 General Plan apply to the proposed project:

Policy 7C Optimize firefighting and emergency response capabilities.

Action 7.12 Refer development plans to the Fire Department to assure adequacy of structural fire protection, access for firefighting, water supply, and vegetation clearance.

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1 City of Ventura, *2005 General Plan Final Environmental Impact Report*, (2005) 4.11-2.

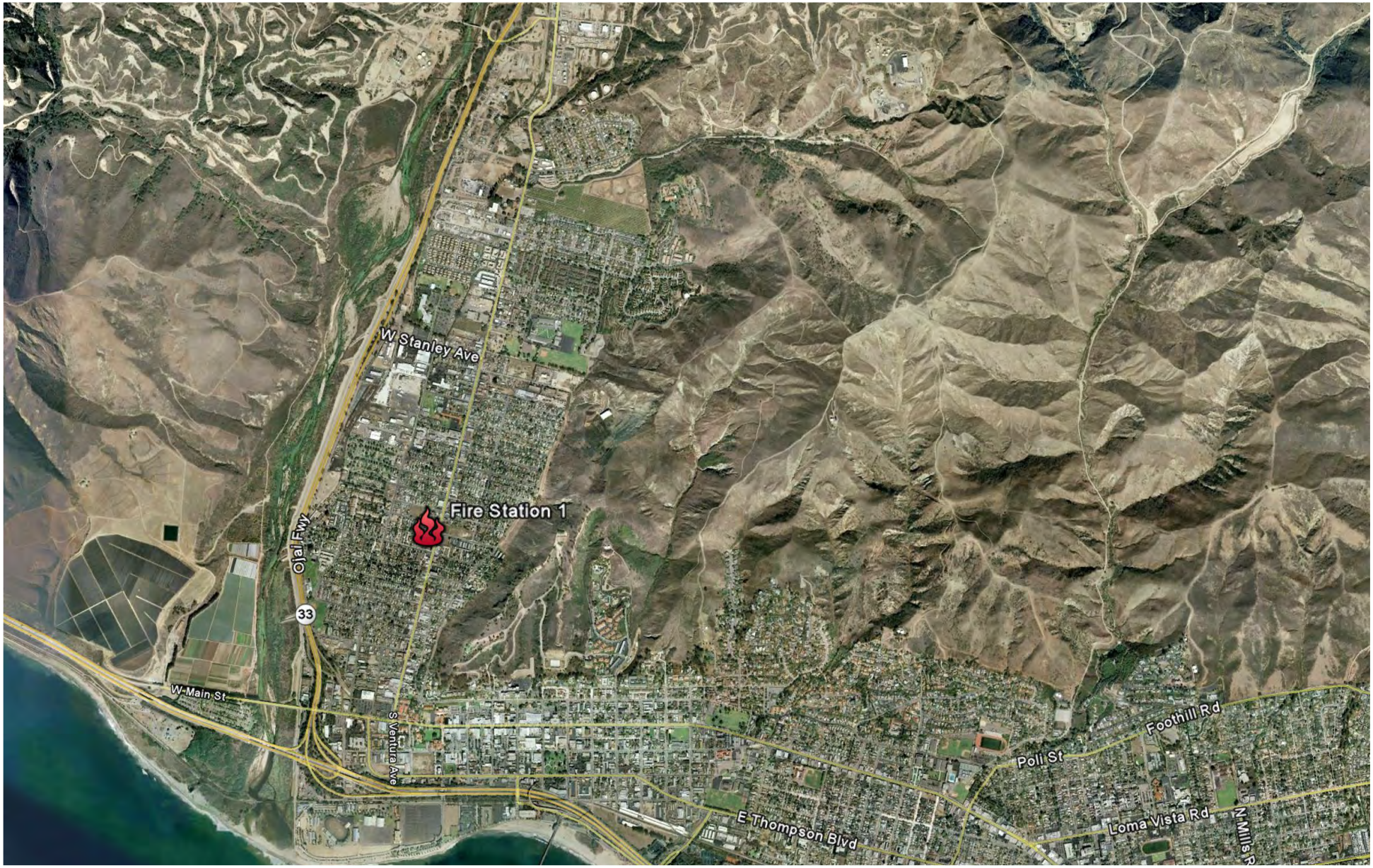

FIGURE **4.12.2-1**

Fire Station Location

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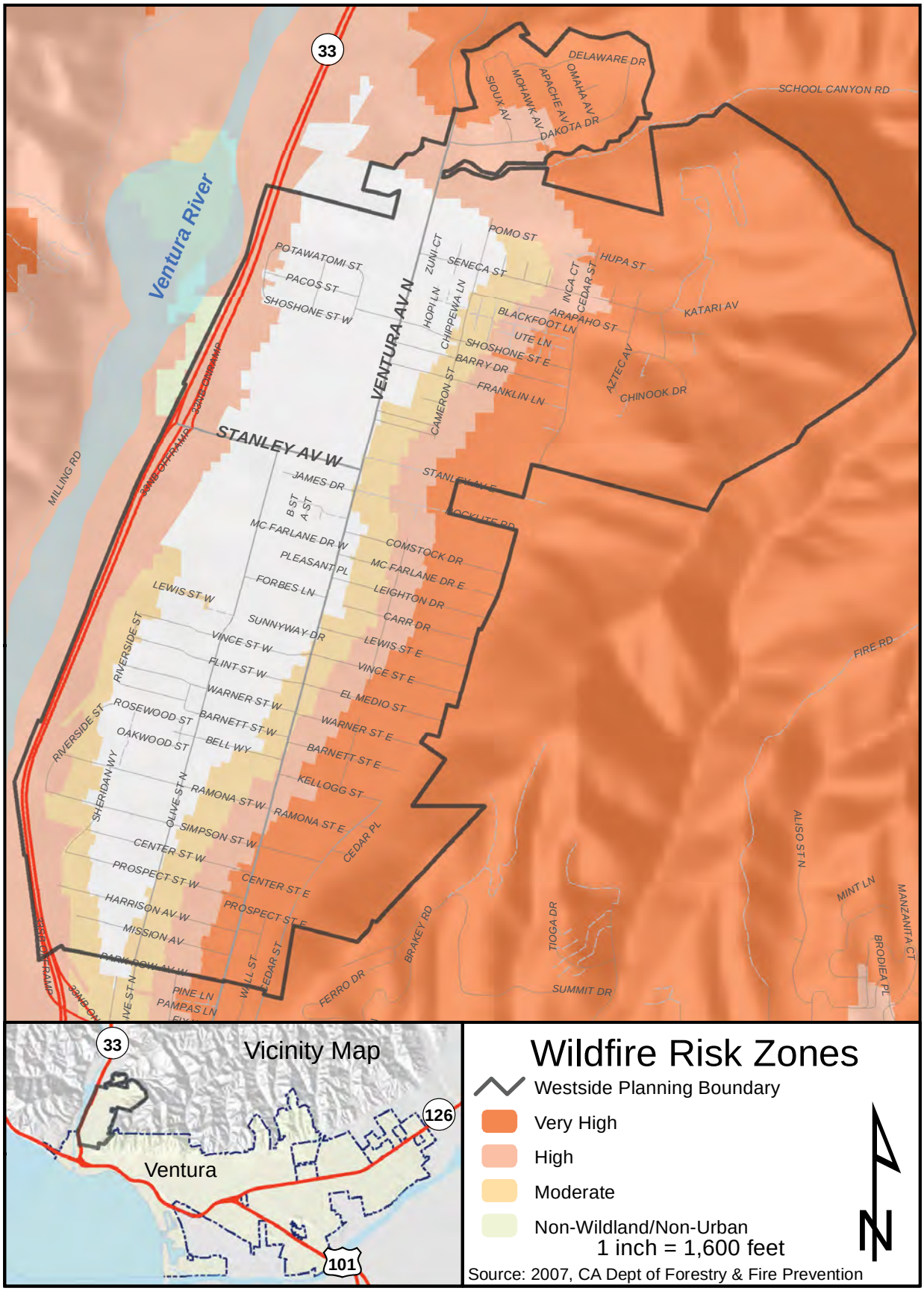

FIGURE **2.12.2-2**

Wildfire Risk Zones

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Action 7.13 Resolve extended response time problems by:

- adding a fire station at the Pierpont/Harbor area,
- relocating Fire Station #4 to the Community Park site,
- increasing firefighting and support staff resources,
- reviewing and conditioning annexations and development applications, and
- require the funding of new services from fees, assessments, or taxes as new subdivisions are developed.

Downtown Specific Plan

The Downtown Specific Plan provides goals and actions that would apply to the 36 acres in the Redevelopment Project area that are subject to this specific plan. The following actions provided in the Downtown Specific Plan would apply to this portion of the proposed project:

Action 8.22 Ensure all proposed developments comply with appropriate fire safety standards per the Uniform Fire & Building Code.

Action 8.23 Require fire sprinklers to be installed for all new development and remodels in accordance with state and City standards as determined by the Fire Marshall.

4.12.2.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XIV, Public Services, the following significance threshold is used to evaluate project impacts related to Fire Protection.

FIRE-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection?

Based upon Appendix G of the *State CEQA Guidelines*, under Section VIII, Hazards and Hazardous Materials, a project may have a significant impact if it would:

FIRE-2 Would the project 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?

b. Methodology

Resources referenced in this section include the General Plan Safety Element, the City of Ventura, *2005 General Plan Final Environmental Impact Report*, and the City of Ventura's VFD website.

c. Analysis, Mitigation Measures, and Residual Impacts

The Westside Community Plan provides the following policy and action intended to address public safety in Chapter 12.7, *Our Healthy and Safe Community*:

GOAL Reduce threats to public health and safety throughout the Westside Community through regulation of hazardous conditions and enhanced public safety services and facilities.

Policy 12.BB Develop a public safety strategy and provide necessary public safety personnel to serve expanded area of city incorporation in the North Avenue area.

Action 12.7.5 Require new development to pay their fair share to fund additional public safety facilities and services for police and fire.

FIRE-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection? (Class III, Not Significant)

Analysis

The Westside Community Plan provides the following action intended to reduce impacts related to fire protection:

Action 12.7.5 Require new development to pay their fair share to fund additional public safety facilities and services for police and fire.

As discussed in **Section 4.11, Population, Housing and Employment**, the Westside Community Planning project would allow for the intensification of some residential, office and commercial uses within the Westside Community Plan area. New housing constructed through the project's horizon year of 2025 would result in an estimated increase in population of 3,750 residents. This increase in residents and retail and office uses could result in increased demand for fire protection services within the project area.

VFD does not currently have a staffing standard; however, current VFD staffing levels provide approximately 0.6 firefighters per 1,000 residents. As stated above, VFD has a response time goal of 5 minutes for at least 90 percent of calls for service. Response times from Fire Station 1 typically exceed 5 minutes for areas located north/northeast of the North Ventura Avenue and Seneca Drive intersection. The geographic area served by VFD would not increase as a result of the Westside Community Planning Project. However, increased development intensity within the planning area could potentially affect VFD's ability to maintain existing response times due to increased calls for service. The provision of additional resources, including staffing, at existing VFD stations would help maintain or improve current response times. To maintain existing staffing levels VFD would need to add approximately two firefighters by the planning horizon year of 2025.

Action 12.7.5 provided in the Westside Community Plan requires new development to pay their fair share to fund additional public safety facilities and services for fire. The portion of the Westside Redevelopment project area located outside the Westside Community Plan area is located within the City's adopted Downtown Specific Plan Area. The Downtown Specific Plan also contains policies and actions to address public safety issues through commercial and residential project design and to identify and implement public safety improvements.

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area, such as new subdivisions, mixed-use projects, and commercial and industrial projects. The VFD reviews building permits and the proper installation of fire sprinkler, fire alarm, and fire suppression systems. Fire inspectors conduct inspections during different phases of construction projects to ensure that current codes and standards are followed. Implementation of the actions provided in the Westside Community Plan, the Downtown Specific Plan, and the General Plan would support VFD efforts to provide adequate fire protection services in the project area and impacts would be less than significant. Impacts would therefore be Class III, Not Significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

FIRE-2 Would the project 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? (Class III, Not Significant)

Analysis

The increase in residents and retail and office uses could result in increased demand for fire protection services within the project area. The project would result in some intensification of uses in an existing area that is largely developed. New housing constructed through the project's horizon year of 2025 would result in an estimated increase in population of 3,750 residents. Portions of the project area are located within a Very High wildfire risk area. The VFD manages an ongoing Fire Hazard Reduction Program to assist property owners with fire prevention measures.

As discussed above, VFD does not currently have a staffing standard but does have a response time goal of 5 minutes for at least 90 percent of calls for service. The geographic area served by VFD would not increase as a result of the Westside Community Planning Project. However, increased development intensity within the planning area could potentially affect VFD's ability to maintain existing response times due to increased calls for service. The provision of additional resources at existing VFD stations would help maintain or improve current response times.

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area, such as new subdivisions, mixed-use projects, and commercial and industrial development. The VFD reviews building permits and the proper installation of fire sprinkler, fire alarm, and fire suppression systems. Fire inspectors conduct inspections during different phases of construction projects to ensure that current codes and standards are followed. Implementation of the actions provided in the Westside Community Plan, the Downtown Specific Plan, and the General Plan would support VFD efforts to provide adequate fire protection services and reduce crime and calls for service in the project area. Impacts would therefore be Class III, Not Significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant

d. Cumulative Impacts

Growth forecast to occur within the City of Ventura under the City's 2025 general plan would cause increased demand for fire protection services. The City's General Plan includes policies and actions to ensure that fire facilities are expanded as needed to accommodate firefighter staffing needs. No specific development projects are proposed at this time or analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area and within other areas of the City. New development proposals within the City would also be reviewed and would be required to adhere to the policy and actions provided in the General Plan and/or community plan within which they are located, which would support VFD efforts to provide adequate fire protection services in the project area. In the event that the construction of new fire protection facilities is necessary, any future facilities would require environmental review under CEQA.

The proposed project would exceed the General Plan projections by 150 residential dwelling units, resulting in 385 residents more than were projected to reside in the City in 2025. An additional 49,005 square feet of retail space and 54,450 square feet of office space would also be permitted. The additional 385 residents and office and retail uses would not be a substantial increase, and the cumulative impact would be less than significant. Cumulative impacts would therefore be Class III, Not Significant, and the project's contribution to cumulative impacts would not be cumulatively considerable.

4.12.3 Public Schools

4.12.3.1 INTRODUCTION

This section analyzes the impacts of the Westside Community Planning Project on public educational services in the City of Ventura. Information provided by the Ventura Unified School District was used to prepare the following analysis.

4.12.3.2 ENVIRONMENTAL SETTING

a Ventura Unified School District

The Ventura Unified School District (VUSD) operates public schools serving the planning area. School attendance is determined by geographic boundaries. Students within the planning area would attend EP Foster, Sheridan Way, Sunset, and Will Rogers Elementary Schools; De Anza Middle School; and Ventura High School. The locations of these schools are shown in **Figure 4.12.3-1, Ventura Unified School District School Locations**. However, parents of students living within VUSD boundaries may choose to enroll students at any VUSD school, based on available capacity. **Table 4.12.3-1, Ventura Unified School District School Enrollment and Capacities**, provides student enrollment at the schools serving the planning area.

Table 4.12.3-1
Ventura Unified School District School Enrollment and Capacities

School	2009–2010 Enrollment	Design Capacity	Remaining Capacity
EP Foster Elementary School	513	503	-10
Sheridan Way Elementary School	529	552	23
Sunset Elementary School	345	413	68
Will Rogers Elementary School	391	417	26
Elementary School Total	**1,778**	**1,885**	**107**
De Anza Middle School	472	850	378
Ventura High School	2,105	2,481	376

Sources: Educational Data Partnership, http://www.ed-data.k12.ca.us (enrollment); Dave Marshall, VUSD Director of Facilities (capacity).

New development within the VUSD service area would generate new students who would need to be accommodated in VUSD schools. VUSD forecasts the student generation for all new residential development at the following rates:

- 0.22 elementary school student per residential unit
- 0.09 middle school student per residential unit
- 0.11 high school student per residential unit

b. Regulatory Framework

State

The California Department of Education (CDE) has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the state passed Assembly Bill (AB) 2926 in 1986.[1] AB 2926 allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. These development fees are deemed to be "full and complete school facilities mitigation,"[2] for impacts caused by new development. The legislation also recognized the need for fees to be adjusted periodically to keep pace with inflation. The legislation indicated that the State Allocation Board will set the maximum fees according to the adjustment for inflation in the statewide index for school construction.

California State Allocation Board

The State Allocation Board authorizes school districts to collect developer fees to mitigate the impact of new development on school costs. Levels of developer fee contribution are determined by the State Allocation Board and increase annually. Current state statutes dictate that school districts have the authority to levy statutory or Level I fees on new development at rates of $2.63 per square foot of new residential development and $0.42 per square foot for commercial and industrial development. Because these Level I fees often do not generate sufficient funding for new schools, districts may use Level II fees to generate one-half the cost of providing new school facilities. Use of Level II fees assumes that the state will provide the other half of the cost of new schools through the issuance of general obligation bonds.

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1 State of California, *Government Code*, Sec. 66000 et seq.

2 State of California, *Government Code*, Sec. 65996.

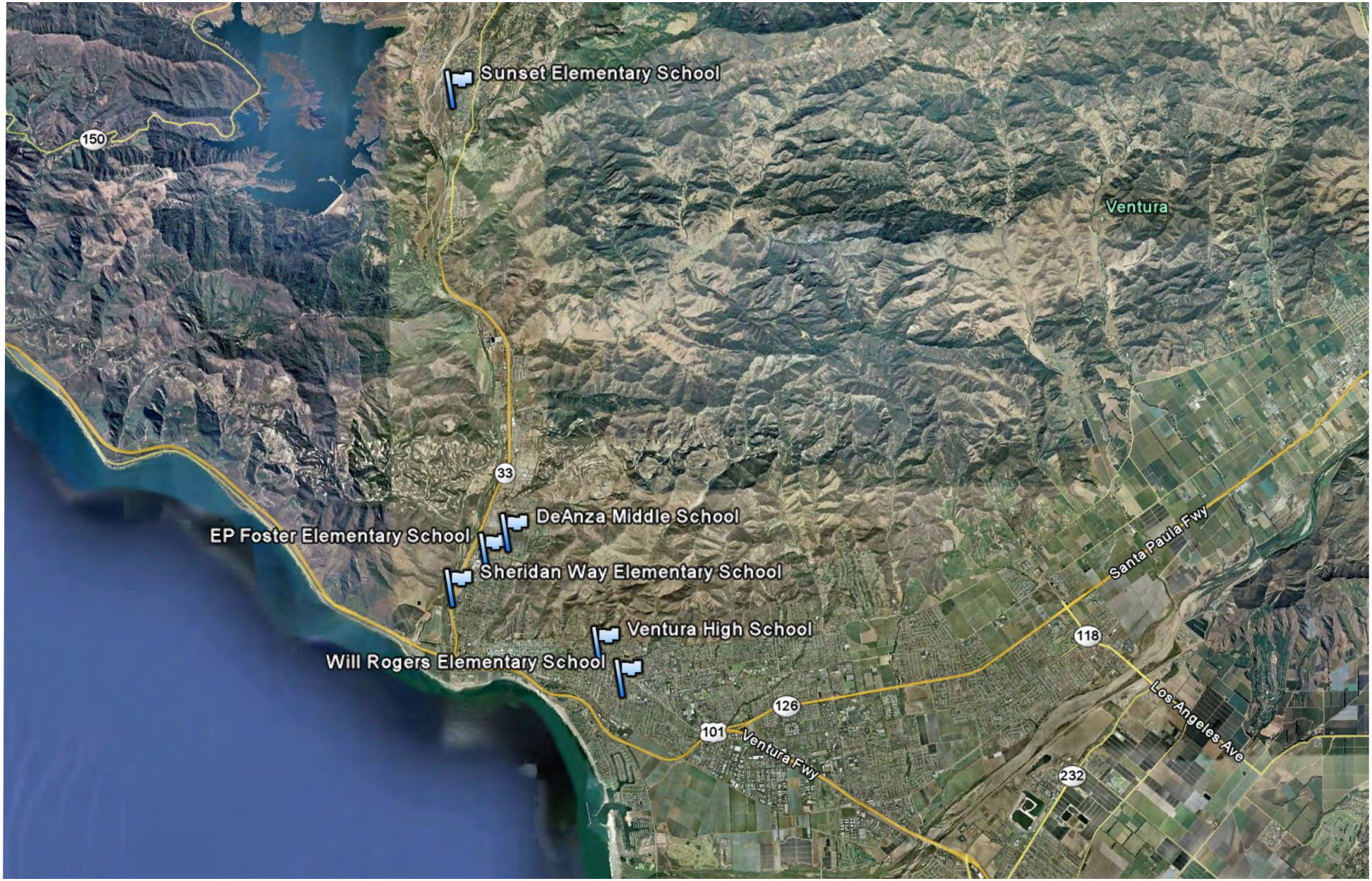

FIGURE **4.12.3-1**

Ventura Unified School District School Locations

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In the event that the state does not have funding available, participating districts have the option to temporarily increase the fees to Level III fees on new residential development to try to meet their needs if the district meets certain conditions, such as having 20 percent of the district's classrooms classified as relocatable.

General Plan

The *Our Educated Community* chapter is one of 10 chapters of the City's 2005 General Plan. This chapter sets forth the City's goals and policies with respect to education. The following policy and action from the General Plan Education Element would apply to the proposed project:

Policy 8B Increase the availability and diversity of learning resources.

Action 8.8 Work with the Ventura Unified School District to ensure that school facilities can be provided to serve new development.

Downtown Specific Plan

The Downtown Specific Plan provides the following action related to public school services:

Action 8.25 Partner with the Ventura Unified School District (VUSD) and Ventura County Community College to facilitate new schools, campuses, and improvements to existing educational facilities and services.

4.12.3.3 IMPACT ANALYSIS

a. Threshold of Significance

SCH-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public schools? (Class III, Not Significant)

b. Methodology

This section was prepared based upon communication with the VUSD. Student generation rates provided by VUSD are used to forecast the student population that would be generated by the proposed project. These new students are added to existing enrollments at schools serving the planning area to determine

whether existing schools would have available capacity adequate to serve students generated by the project.

c. Analysis, Mitigation Measures, and Residual Impacts

The Westside Community Plan provides the following goal, policies, and actions related to education services within the planning area:

Goal — Provide learning opportunities for adults and children through community partnerships.

Policy 12 CC — Partner with the Ventura Unified School District, Ventura Community College, Ventura County Library, and other education organizations to provide an adult education and training program in the Westside Community.

Action 12.8.1 — As a short-term strategy, coordinate with Ventura Unified School District for shared use of campus facilities for adult education and training programs.

Action 12.8.2 — Seek grant funding and local sponsorships to develop and promote a Westside adult education and training program.

Action 12.8.3 — In the long-term, find a permanent location for a Westside adult education and training center within a Pedestrian Core Node, such as Stanley and Ventura Avenue, or the old Avenue School at 2717 Ventura Avenue.

Action 12.8.4 — Explore relocation and expansion of the neighborhood library facility from the current location at 606 North Ventura Avenue, near higher density neighborhood development, school, or park.

Policy 12 DD — As the population increases in the Westside Community, the City shall coordinate with Ventura Unified School District for necessary school facilities, including a possible new elementary school to serve new development.

SCH-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public schools?

Analysis

New residential development forecast to occur under the Westside Community Plan would add an estimated 1,415 new residential units. Based on VUSD student generation rates, **Table 4.12.3-2, Project Student Generation**, shows the number of new students that would be generated by development forecast to occur under the Westside Community Planning Project.

Table 4.12.3-2
Project Student Generation

	Student Generation Rate	Units	Project Student Population
Elementary School Student	0.22	1,415	312
Middle School Students	0.09	1,415	128
High School Students	0.11	1,415	156
Total			**596**

As shown in **Table 4.12.3-1**, existing VUSD elementary schools serving the planning area are at or near capacity. Middle and high school students generated by the project could be accommodated at existing schools. The additional elementary students generated by new residential development would require additional school capacity in order to serve project residents. However, this assumption is based on the assumption that no new schools would be developed and all 1,415 residential units would be developed at one time. In reality, these residential units are projected to be added between project approval and 2025. In addition, as discussed below, the VUSD monitors growth trends and capacity at its schools and makes adjustments as necessary.

The implementation of the goal, policies, and actions for the Westside Community Plan area, identified above, would support VUSD's education services in the planning area. The portion of the Westside Redevelopment Project area located outside the Westside Community Plan area is located within the City's adopted Downtown Specific Plan area. The Downtown Specific Plan also contains an action that would support the provision of school services. No specific development projects are proposed or

analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area.

VUSD collects fees for new development within its service area. As discussed previously, payment of these fees is considered full and complete mitigation for impacts to school services. Therefore, with payment of these fees and implementation of the policies provided in the Westside Community Plan, the Downtown Specific Plan, and the City's *2005 General Plan*, impacts to schools would be less than significant. Impacts would therefore be Class III, Not Significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

d. Cumulative Impacts

Growth within the City of Ventura through the City's 2025 General Plan horizon year would cause increased demand for public school services. The City's General Plan includes policies and actions to ensure that school facilities are expanded by VUSD to accommodate growth as needed. No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area and within other areas of the City. New development proposals within the City would also be reviewed and would be required to adhere to the policy and actions provided in the General Plan and/or community plan within which they are located, which would support VUSD efforts to provide adequate school facilities to serve residents in the City of Ventura.

The proposed project would exceed the General Plan projections by 150 residential dwelling units, resulting in 65 students more than were projected to reside in the City in 2025. The additional 65 students would not be a substantial increase, and the cumulative impact would be less than significant with the payment of school impact fees. Cumulative impacts would therefore be Class III, Not Significant, and the project's contribution to cumulative impacts would not be cumulatively considerable.

4.12.4 PARKS AND RECREATION

4.12.4.1 INTRODUCTION

This section analyzes the impacts of the Westside Community Planning Project on parks and recreation services in the City of Ventura.

4.12.4.2 ENVIRONMENTAL SETTING

a Physical setting

The City of Ventura parks system includes more than 800 acres of parkland and facilities serving various interests, including sailing, surfing, tennis, league sports, skateboard parks, playgrounds, and picnic areas. Parks within the Westside Community Planning Project area include Harry A. Lyon Park, which provides tennis and basketball courts, baseball fields, a 10-acre open space area, restrooms, and barbecue areas, and Westpark Community Center and Park, which currently contains a lighted multipurpose field, two handball courts, children's play area, horseshoe pits, a skateboard park, restrooms, and a recreation center. The handball courts at this park are being removed. Grant Park, a 107-acre park that offers limited amenities, is located adjacent to the southeastern corner of the planning area. The Ventura River Trail, a pedestrian and bicycle path that links the Ojai Valley and Coastal Omer Rains Trail to create a longer 17-mile bike path, runs the length of the planning area along its western boundary. Brock Linear Park extends from the western boundary along Shoshone Street to Cedar Street, and south along Cedar Street to a terminus north of Stanley Avenue. These parks and recreational facilities are shown in **Figure 4.12.4-1, Ventura Westside Park Locations**.

b. Regulatory Framework

Municipal Code

The City has an established parks and recreation facilities fee in accordance with Section 66477 of the Subdivision Map Act, commonly referred to as the Quimby Act. These fees fund the development of recreational facilities throughout the City.

General Plan

Chapter 6, *Our Active Community*, is one of 10 chapters of the City's 2005 General Plan. This chapter includes the following City's goals and policies with respect to parks and recreation facilities:

Policy 6A Expand the park and trail network to link shoreline, hillside, and watershed areas.

Action 6.1 Develop new neighborhood parks, pocket parks, and community gardens as feasible and appropriate to meet citizen needs, and require them in new development.

Action 6.2 Require higher density development to provide pocket parks, tot lots, seating plazas, and other aesthetic green spaces.

Action 6.3 Work with the County to plan and develop trails that link the City with surrounding open space and natural areas, and require development projects to include trails when appropriate.

Action 6.7 Work with the County of Ventura to initiate efforts to create public trails in the hillsides.

Action 6.9 Require dedication of land identified as part of the City's Linear Park System in conjunction with new development.

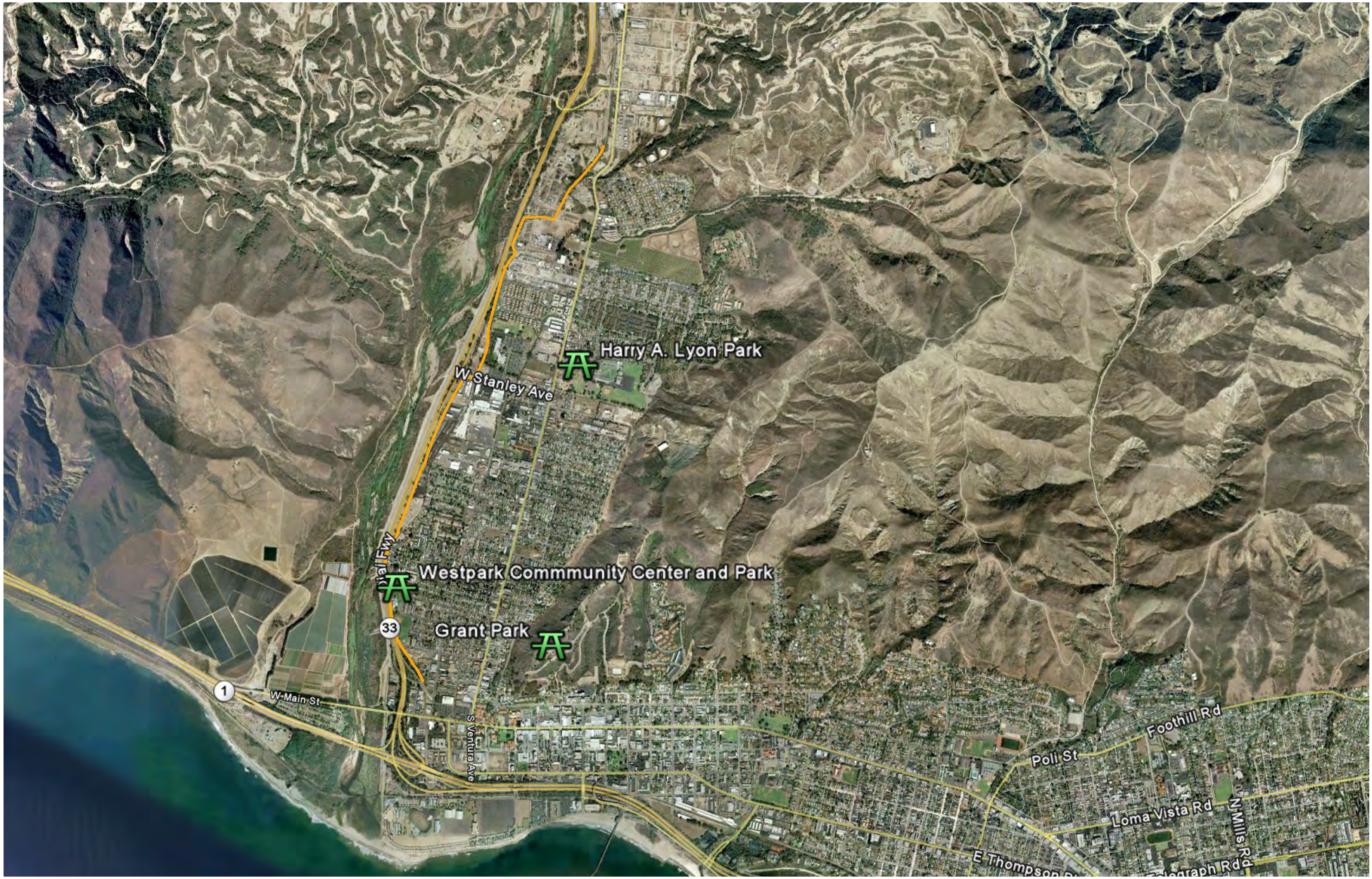
Action 6.11 Update standards for citywide public parks and open space to include an expanded menu of shared park types, and identify locations and potential funding sources for acquiring new facilities in existing neighborhoods.

Policy 6B Ensure equal access to facilities and programs.

Action 6.14 Improve facilities at City parks to respond to the requirements of special needs groups.

Policy 6C Provide additional gathering spaces and recreation opportunities.

Action 6.17 Update and create new agreements for joint use of school and City recreational and park facilities.



SOURCE: Google Earth - 2011

FIGURE **4.12.4-1**

Park Locations

0145-17•01/05

The 2005 General Plan identifies the Ventura recreation system as 27 City parks, a linear park system, beaches, special recreation facilities and programs, community-wide activities, and senior services. State and national organizations and government agencies have established a range of definitions and standards for provision of park and recreation areas and facilities based on type, size or area, access and site development. State and federal financial assistance is often predicated on the development of specific local criteria. Such standards represent a long-range measure for provision of a complete park and recreation system. The use of standards as reference measures does not imply that park acreage must necessarily be met entirely by City-owned facilities. In addition to recreation areas under City jurisdiction, substantial acreage within or adjacent to the City is held by public schools or County and state parks.

The City's 2005 General Plan incorporated the City's adopted parkland planning standard of 10 acres of parkland per 1,000 residents, which is well above the State recommended standard of 3 acres of parkland per 1,000 residents. Based on the City's estimated 2011 population of 107,124 residents, this would require 1,071 acres of parkland. As noted above, the City currently provides approximately 800 acres of parks and recreational facilities, slightly below this standard. The General Plan planning standard for neighborhood parks is 2 acres of neighborhood parkland per 1,000 residents.

Bicycle Master Plan

The City adopted its Bicycle Master Plan in May 2011 as an implementation action of the 2005 General Plan. The purpose of the Bicycle Master Plan is to recommend bicycle facility, program, and policy oriented improvements that will serve the community based on an assessment of existing conditions and the desires of the City's residents, making Ventura more bicycle-friendly. The Bicycle Master Plan provides the following goal and objective that would apply to recreational facilities within the planning area:

Goal 1.0 The City will have a complete bikeway network to facilitate commuter, recreational, and utilitarian trips by bicycle

Objective 1.1 Develop a user-friendly bicycle system that meets the needs of commuter, recreational, utilitarian, and neighborhood bicyclists with varying levels of experience, skills, and abilities. These various types of cyclists will each benefit from different types of facilities.

Objective 1.2 Link residential, recreational, beach, commercial, educational and employment destinations by creating additional Class I, II, and III bicycle

facilities to expand the existing bicycle system into a complete city bikeway network.

Objective 1.8 Design bike routes to provide connections to and through new greenways and/or open space trail system areas.

4.12.4.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XIV, Public Services, the following significance threshold is used to evaluate project impacts related to Parks.

PARK-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

Based upon Appendix G of the State *CEQA Guidelines* under Section XV, Recreation, the following significance thresholds are used to evaluate project impacts related to Recreation.

PARK-2 Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

PARK-3 Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

b. Methodology

Resources referenced in this section include the 2005 General Plan, the City of Ventura *2005 General Plan Final Environmental Impact Report (FEIR)*, the 2011 Bicycle Master Plan, and the City's Parks and Recreation website.

c. Analysis, Mitigation Measures, and Residual Impacts

The Westside Community Plan provides the following policy and actions relating to parks and recreation facilities in Chapter 12.4, *Our Accessible Community* and Chapter 12.6, *Our Active Community*:

Policy 12 R Improve bike and pedestrian connections to the Ventura River Trail and through the neighborhoods.

Action 12.4.7 Develop a bicycle and pedestrian accessible extension of Olive Street from Stanley Avenue to Shoshone Street.

Action 12.4.8 Develop connections from the regional Ventura River Trail bike trail to adjoining neighborhoods consistent with the Bicycle Master Plan and explore connections at Simpson Street and Riverside Drive among other potential locations.

Action 12.4.9 Develop bicycle/pedestrian boulevards along Cameron Street, Vince Street, Simpson Street, and Park Row to facilitate east-west mobility and improve access to the Ventura River Trail.

Action 12.4.10 Connect portions of Cedar Street for multi-modal access, including bicycles, pedestrians, and automobiles.

Action 12.4.11 Integrate bicycle trails into the Westside Community to serve both as transportation corridors and as recreational amenities.

Policy 12 S Develop an access strategy connecting the Westside Community to the hillsides along Cedar Street

Action 12.4.13 Where the hillside has been stabilized, develop a workplan to connect Westside residents to Grant Park by creating pedestrian trails where possible and where elevation grades will permit along Cedar Street corridor.

Policy 12 Y Design Westside Community facilities to provide multiple community benefits, including daytime activities for seniors, weekend athletic programs, and public gathering spaces.

Action 12.6.1 Encourage public-private partnership and seek funding mechanisms for planning, design and construction of the Westside Community pool at Harry Lyon park.

Action 12.6.2 Build out the Westpark Master Plan for recreation facilities.

Action 12.6.3 Plan, design and seek funding to install passive green space fronting the Adult Center on Ventura Avenue.

Action 12.6.V Seek opportunity sites to develop public park and/or open space.

Action 12.6.W Consider redesignating the General Plan Land Use of the approximately 2-acre site located at the northeast corner of Kellogg Street and Ventura Avenue, the approximately 1 acre city-owned site on the north side of Stanley Avenue, and the approximately 1.6 acre site located at Bell Way near Olive Street to Parks and Open Space.

Action 12.6.X Permit a Transfer of Development Rights (TDR) opportunity between City property and private property to develop a park.

Action 12.6.Y Pursue funding mechanisms to finance acquisition, construction, operation and maintenance of a new park facility.

Action 12.6.Z Develop joint use agreements with the Ventura Unified School District for joint use of school parks and recreational space.

Policy 12 Z Expand the park and trail network opportunities in the Westside to link the community to the hillside, Ventura River, and connection to the Ventura shoreline.

Action12.6.6 Pursue partnerships, engineering solutions, safety and funding measures to establish a trail connection to Grant Park from the Westside neighborhoods.

The Westside Development Code includes a Parks and Open Space (POS) Special District (Section 24W.200.060) which applies to lands reserved for parkland and natural open space areas. This section identifies the Open Space types allowed within the Westside Community Plan area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of the street. The parks and open space special district provides for active or passive public recreational use. Neighborhood park areas are intended to be composed as parks, greens, squares, plazas, and playgrounds. Proposed new buildings, significant landscape improvements, or significant changes to existing buildings, landscaping or site layout of any neighborhood park requires design review.

The draft Westside Community Development Code Regulating Plan identifies three "Alternate Park Open Space" sites within the Westside Community. These sites were identified by City Council on June 6, 2011 during the initiation hearing for the Draft Plan and Code after community workshops held by the

City resulted in strong public interest for increased recreation opportunities in the Westside community. These sites, shown in **Figure 4.12.4-2, Potential Park Locations,** include an approximately 2-acre site located at the northeast corner of Kellogg Street and Ventura Avenue, an approximately 1-acre site owned by the City on the north side of Stanley Avenue, and an approximately 1.6-acre site located west of Ventura Avenue between Bell Avenue, Olive Street, and Barnett Street.

These three potential neighborhood park sites include four parcels. The proposed zones on the Regulating Plan for the Kellogg Street alternate park site is T3.6 for the parcel fronting Kellogg Street and T 4.11 for the parcel on the corner of Ventura Avenue and Kellogg Street. The proposed zone for the City-owned parcel on Stanley Avenue identified as an alternate park site is T5.5. The proposed zone for the parcel located on Bell Avenue as an alternate park site is T3.6. If any of these sites is selected as a neighborhood park site during review and consideration of the Draft Westside Community Plan, the proposed zoning currently applied to these sites would be changed to Parks & Open Space (POS).

Due to the small size of these parcels, they would be suitable for development as small neighborhood parks with tot lots/play equipment, picnic areas with picnic tables, and other passive park improvements such as walking/jogging paths, fountains and gazebos. Neighborhood parks developed on any of these alternate sites would not be lighted for nighttime use. As discussed above, any new buildings or significant landscape improvements proposed for any of these sites would be subject to the City's design review process.

Based upon the City Council's direction for alternate land use designations in the proposed project, the following analysis evaluates each as a separate scenario:

Scenario One: All three sites (four parcels) designated as T3.6, T4.11 and T5.5 respectively

Scenario Two: One or more of the three sites (four parcels) designated for POS.

PARK-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks? (Class II, Potentially Significant but Mitigable))

PARK-2 Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Class II, Potentially Significant but Mitigable)

Analysis

Parks and recreation needs analysis begins first with the 2005 General Plan adopted policy and the accompanying environmental assessment contained in the certified Final EIR for the General Plan. As stated previously, the General Plan establishes a parkland planning standard of 10 acres of parkland, with 2 acres of this being neighborhood parkland per 1,000 residents. Based on an assumed annual population growth rate of 0.88 percent, the General Plan would generate an estimated 21,201 new residents. Based on the 10 acres per 1,000 residents standard, this would generate the need for approximately 212 acres of additional parkland. Therefore, Citywide demand for parkland in 2025 would be 1,262 acres. Because the 2005 General Plan parkland inventory includes 866 to 870 acres, approximately 392 to 396 acres of new parkland would be needed Citywide to meet the 10 acres per 1,000 residents standard if growth as projected in the General Plan occurs by 2025.

With certification of the Final EIR for the General Plan and adoption of the 2005 General Plan, the City's park planning goal during the 20-year planning horizon to 2025 relies upon dedication of parklands for new development and continued payment of required park fees to purchase lands that could be converted into parklands within the City. New parkland acquired through dedication and purchased with park fees would help offset the demand in new parklands. Included in this park planning goal are non-City special use facilities (e.g., state beaches, the Ventura County Fairgrounds, and Ventura Unified School District sports fields) which would continue to provide approximately 600 acres of additional recreational parks and facilities that could be utilized by current and new residents. Dedication of parkland for new development and continued collection of required park fees on new development currently allows the City to address increased demand for parks associated with population growth. However, the 2005 General Plan FEIR noted that intensification of residential development in certain areas of the City – notably portions of Saticoy, the Downtown District, and the Ventura Avenue, Main Street, and Thompson Boulevard, and Telegraph Road corridors – could substantially increase demand for parks in these areas, which are largely lacking in local park facilities. Furthermore, the 2005 General Plan FEIR found that available land for new park facilities, particularly Citywide facilities, is largely lacking in these neighborhoods.

The Westside Community Planning Project is intended to implement the 2005 General Plan at the neighborhood level and implement the community vision for revitalization, including increasing urban plazas and green spaces. Projected growth in the Westside Community Plan Area would generate an additional 3,750 residents. Based on the City's parkland standard, 37.5 acres of parkland, including 7.5 acres of neighborhood parks, would be needed to meet the City's park planning goal Citywide for this increase in population.

Scenario One: All three sites (four parcels) designated as T3.6, T4.11 and T5.5 respectively

Under Scenario One, park and open space uses would not be planned and permitted use on these parcels. Instead, residential and mixed-use land uses would be the permitted and conditionally permitted uses for future development or redevelopment parcels under the Westside Plan and Westside Development Code. Under the proposed Development Code, all three proposed zones, T3.6, T4.11 and T5.5, would require future development to provide payment of required park fees and dedication of land for parks on a case-by-case basis. While these requirements reduce impacts to a less than significant level Citywide as analyzed in the 2005 General Plan Certified Final EIR, it would not necessarily result in the provision of additional park space within the Westside Community that would adequately meet recreational needs at the neighborhood level. As a result there would be a localized unmet recreation need for the Westside Community.

Mitigation Measures

Implementation of the following measures would provide additional park facilities within the Westside Community and ensure existing parks in the Westside Community are not subject to substantial deterioration as result of increased use from the increase in population projected to result from the Westside Community Plan and Development Code.

MM PARKS-1 Designate one or all of the 3 sites (4 parcels) proposed for Parks and Open Space (POS) land use as identified under Scenario 2 during the adoption of the Westside Community Plan and Development Code. Future development or redevelopment of any of these sites would be required to comply with permitted and conditionally permitted uses, development standards and permit processing requirements, including design review.

MM PARKS-2 Amend Westside Community Plan Action 12.6.Z: *Develop joint use agreements with the Ventura Unified School District for joint use of school parks and recreational space* by adding the following additional provision: The City should coordinate and fund a pilot program for joint use at one or more of the Ventura Unified School District facilities in the Westside Community.

Residual Impacts

Implementation of one or both of these mitigation measures would improve the recreational opportunities available within the Westside Community as future development and population growth

occurs that would assist in meeting the City's park planning goal. Impacts would remain not significant, as identified in the 2005 General Plan Final EIR.

Scenario Two: One or more of the three sites (four parcels) designated for POS.

Under Scenario Two, one or more of the alternate park sites would be developed as new neighborhood parks consistent with a POS land use designation as identified above and shown in **Figure 4.12.4-2** to increase parkland within the Westside Community. As new development occurs within the Westside Community as permitted by the Westside Community Plan and Westside Development Code, individual projects would be required to pay City park fees to support the acquisition and development of additional parkland. Project actions 12.6.1, 12.6.2, and 12.6.3 would support the provision of additional facilities at existing parks. Under this scenario, one or more of these alternate park sites would provide locations for some of these additional facilities, whether public or privately operated and maintained. With the provision for future development of neighborhood parks and the payment of City fees to fund the acquisition of new parklands, the proposed project would contribute to the provision of parks in the Westside Community that would assist in meeting the, City's park planning goal both at the neighborhood level and Citywide.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would remain not significant, as identified and certified in the 2005 General Plan FEIR.

SOURCE: Impact Sciences, Inc. – January 2006

FIGURE **4.12.4-2**

Potential Park Locations

0145-017•01/06

PARK-3 Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Class III, Not Significant)

Analysis

With Scenario One as described above, all three sites (four parcels) would be designated T3.6, T4.11 and T5.5 respectively and could be developed with the residential and mixed uses allowed in these zones. With Scenario Two, one or more of the three alternate park sites would be designated POS and developed as new neighborhood park facilities. Under either Scenario One or Two, the Westside Community Plan includes actions that would facilitate the expansion of existing park facilities, such as the expansion of bicycle and pedestrian trails to connect to the Ventura River Trail and Grant Park, and the establishment of pocket parks as required under the proposed Development Code for new development projects. With Scenario Two, the same Westside Community Plan actions would occur, but with the addition of designating additional site(s) as POS with allowable uses, public or private, regulated by the Westside Development Code and City Municipal Code.

Construction of new park and trail facilities could potentially result in temporary impacts related to air quality, greenhouse gases, traffic, noise, and other effects commonly associated with construction projects.

Development of parks and recreational facilities within the Westside Community Plan area would be subject to the policies provided in the Westside Community Plan and General Plan, and would be subject to City environmental review, which would impose mitigation measures to reduce any potential impacts from construction of these facilities to a less than significant level. Impacts would be less than significant.

Neighborhood parks developed on one or more of the three alternate sites (four parcels) identified on the draft Westside Development Code Regulating Plan would not result in any significant impacts to surrounding and nearby uses because of the type of facilities that could be accommodated on these sites.

The Stanley Avenue alternate park site is the smallest new potential park site at approximately 1 acre in size. Adjacent land uses are commercial and light industrial in character and for this reason there is limited potential for any land use compatibility impacts. The Kellogg Street and Bell Avenue alternate park sites are larger, at approximately 2 and 1.6 acres respectively, and could accommodate a wider range of neighborhood park facilities than the Stanley Avenue site. The Kellogg Street site fronts onto both Ventura Avenue and Kellogg Street and the portion on Kellogg Street is adjacent to some existing residential uses. The Bell Avenue site has existing residences on its western boundary and located across both Bell Avenue and Barnett Streets. Both of these alternate sites are large enough to allow for

neighborhood park improvements such as tot lots/play equipment, picnic areas with picnic tables, and other passive park improvements such as walking/jogging paths, fountains, and gazebos to be sited to minimize potential impacts from use of these facilities on neighboring homes. These parks would also. not be lighted for nighttime use, which would further reduce the potential for impacts on surrounding uses. As discussed above, any new buildings or significant landscape improvements proposed for any of these sites would be subject to the City's design review process. Development of any of these alternate park sites as neighborhood parks would not result in significant impacts to surrounding uses for these reasons.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

d. Cumulative Impacts

Growth and the predicted level of development within the City of Ventura through the City's 2025 General Plan horizon year would result in increased demand for parks and recreational facilities. The City's General Plan includes policies and actions to ensure that facilities are expanded as needed to accommodate growth. Project-level review will be required for individual projects proposed within the Westside Community Plan area and within other areas of the City. New development proposals within the City would also be reviewed and would be required to adhere to the policy and actions provided in the General Plan and/or community plan within which they are located, which would support City efforts to provide adequate recreational facilities to serve residents in the City of Ventura.

The proposed project would exceed General Plan projections by 150 residential dwelling units, resulting in 398 residents more than were projected to reside in the City in 2025. The additional 398 residents would not be a substantial increase over the existing population in the City or in the planning area, and the cumulative impact would be less than significant. Cumulative impacts would therefore be Class III, Not Significant, and the project's contribution to cumulative impacts would not be cumulatively considerable.

4.12.5 Libraries

4.12.5.1 INTRODUCTION

This section analyzes the impacts of the Westside Community Planning Project on library services in the City of Ventura. Information provided by the Ventura County Library System was used to prepare the following analysis.

4.12.5.2 ENVIRONMENTAL SETTING

a Ventura County Library System

The Ventura County Library System (VCLS) is currently organized as a special district county library. Property tax revenue supplies the majority of the income for the VCLS. In addition, a portion of the City's general fund is contributed to the County Library Services Agency and is used to finance improvements to library facilities and services.

Two public libraries are located in Ventura and are a part of the VCLS: EP Foster Library, which is located in the downtown area, and Avenue Library, which is located within the planning area. The HP Wright Library, which is located in the City, was closed in November 2009 due to budgetary constraints. A noncirculating research library collection of historical documents and related materials is housed at the Museum of Ventura County. The locations of libraries serving the project site are shown in **Figure 4.12.5-1, Locations of Libraries in Ventura**.

The current holdings of the two circulating libraries that serve the City, including books, periodicals, and audio and video recordings, are summarized in **Table 4.12.5-1, Existing Ventura County Library System Resources**.

Table 4.12.5-1
Existing Ventura County Library System Resources

Library	Volumes	Facility Size (square feet)
EP Foster	182,017	33,000
Avenue	20,492	3,000
Total	202,509	36,000

There are no currently adopted City or VCLS standards for library services. In lieu of an adopted standard, the City of Ventura's 2005 *General Plan EIR* used a standard of 2 volumes and 1 square foot of library space per capita as a basis of analysis.[1] Based on the City's estimated 2011 population of 107,124 residents, libraries within the City currently provide approximately 1.9 volumes and 0.34 square foot of library space per capita.

b. Regulatory Framework

General Plan

The *Our Educated Community* chapter is one of 10 chapters of the City's 2005 General Plan. This chapter sets forth the City's goals and policies with respect to education, including library service. The following policy and actions from the General Plan would apply to the proposed project:

Policy 8C Reshape public libraries as 21st Century learning centers.

Action 8.9 Complete a new analysis of community needs, rethinking the role of public libraries in light of the ongoing advances in information technology and the changing ways that individuals and families seek out information and life-long learning opportunities.

Action 8.10 Reassess the formal and informal relationships between our current three branch public libraries and school libraries – including the new Ventura College Learning Resource Center – as well as joint use of facilities for a broader range of compatible public, cultural, and educational uses.

Action 8.11 Develop a Master Plan for facilities, programs, and partnerships to create an accessible, robust, and vibrant library for the 21st Century system, taking into consideration that circulation of books is no longer the dominant function but will continue to be an important part of a linked network of learning centers.

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1 City of Ventura, *2005 General Plan Final Environmental Impact Report*, (2005) 4.11-41.

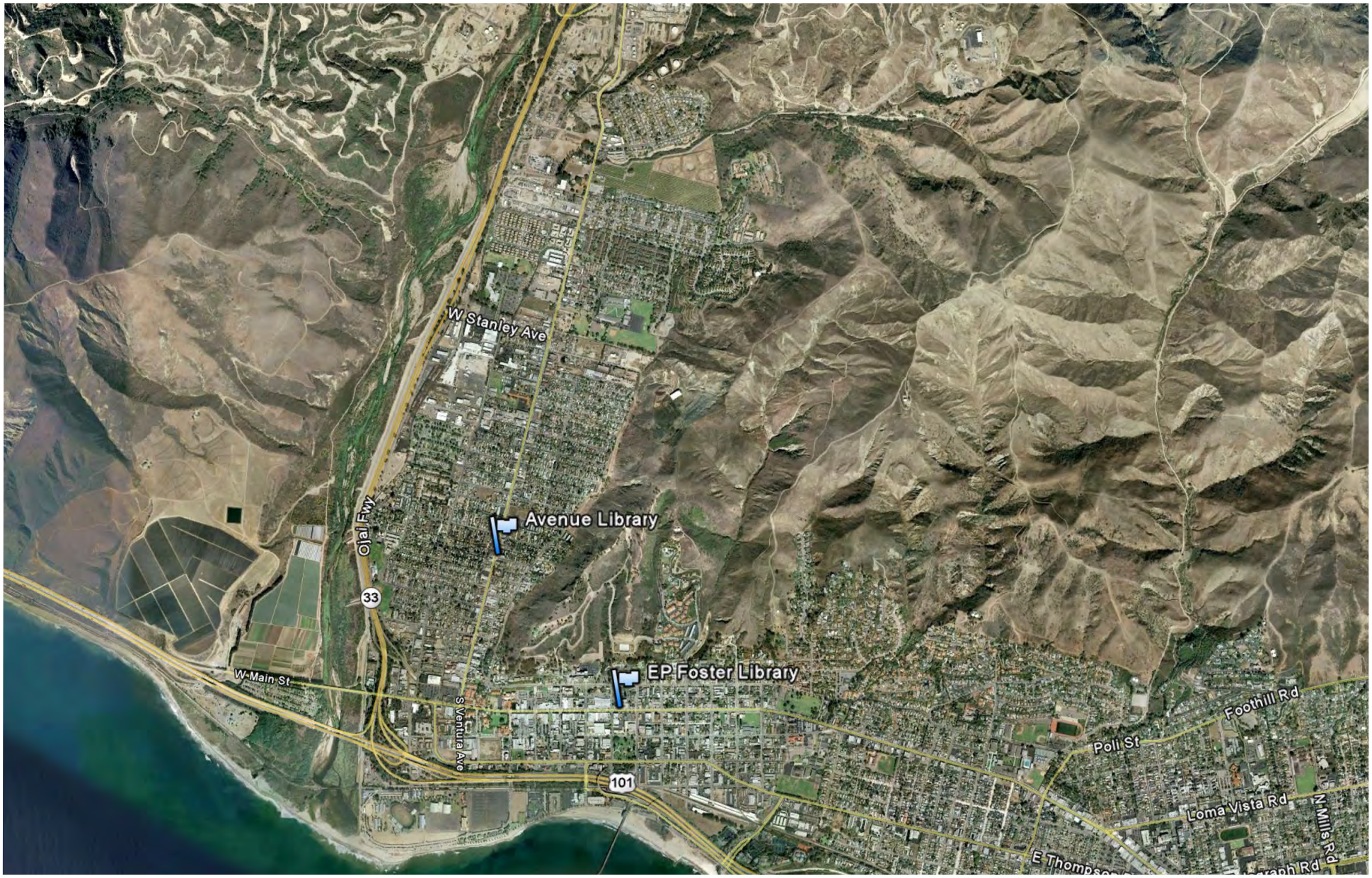

FIGURE **4.12.5-1**

Locations of Libraries in Ventura

0145-017•10/11

Action 8.12 Develop formal partnerships, funding, capital strategies, and joint use agreements to implement the new libraries Master Plan.

4.12.5.3 IMPACT ANALYSIS

a. Threshold of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XIV, Public Services, the following significance threshold is used to evaluate project impacts related to libraries.

LIB-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries?

b. Methodology

While there are no adopted standards for library service, for the purposes of analysis uses the standard provided in the *2005 General Plan EIR* of 2 volumes and 1 square foot of library space per capita is used.

c. Analysis, Mitigation Measures, and Residual Impacts

The Westside Community Plan provides the following policy and action intended to address library services in Chapter 12.8, *Our Educated Community*:

Policy 12 CC Partner with the Ventura Unified School District, Ventura Community College, Ventura County Library, and other education organizations to provide an adult education and training program in the Westside Community.

Action 12.8.4 Explore relocation and expansion of the neighborhood library facility from the current location at 606 North Ventura Avenue, near higher density neighborhood development, school, or park.

LIB-1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries? (Class III, Not Significant)

Analysis

There are no adopted standards for library service in the City of Ventura or VCLS. For purposes of analysis, the standard provided in the *2005 General Plan EIR* of 2 volumes and 1 square foot of library space per capita is used.

As discussed in **Section 4.11, Population, Housing, and Employment**, development forecast to occur within in the Westside Community Planning Project area would add approximately 3,750 residents to the City's population. Based on the standard of 2 volumes and 1 square foot of library space per capita, this would create the need for an additional 7,500 volumes and 3,750 square feet of library space in order to serve residents in the planning area. Current resources in the City fall short of this standard, providing approximately 1.9 volumes and 0.34 square foot of library space per capita.

Library services are funded primarily by property tax increments collected by the state, supplemented by City general fund revenues. No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Plan area. New development under the Westside Community Plan would generally have higher assessed property values than existing development, which would result in an increase in property tax revenues as the Westside Community Plan area builds out. The portion of the Westside Redevelopment Project area located outside the Westside Community Plan area is located within the City's adopted Downtown Specific Plan area. The Downtown Specific Plan also contains an action to address library service at the EP Foster Library. Implementation of the Westside Community Plan, Downtown Specific Plan, and General Plan policies and actions referenced above would support the future development of new library facilities within the planning area, and impacts would be less than significant. Impacts would therefore be Class III, Not Significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Impacts would be Class III, Not Significant.

d. Cumulative Impacts

The City's *2005 General Plan EIR* identified the need for new library resources and facilities to serve the City at General Plan buildout. Based on growth forecast for General Plan horizon year, an additional 24,741 volumes and 78,153 square feet of library space would be needed. Furthermore, since the publication of the *2005 General Plan EIR*, the HP Wright Library was closed, reducing the resources and facilities available. However, the General Plan and specific plans within the City all contain policies and actions to provide adequate library services as the City builds out.

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Plan area and within other areas of the City. Buildout of the Westside Community Plan would permit the construction of an estimated 150 residential units more than are projected to occur by 2025 under existing land use designations. The additional population of 398 residents would require an incremental increase in the amount of library resources and space to meet the standard of 2 volumes and 1 square foot per capita. This amount is not substantial, the cumulative impact would be less than significant, and the project's contribution to cumulative impacts would not be cumulatively considerable. Therefore, cumulative impacts would be Class III, Not Significant.

4.12.6 Solid Waste

4.12.6.1 INTRODUCTION

This section analyzes the impacts of the Westside Community Planning Project on solid waste collection and disposal systems in the City of Ventura.

4.12.6.2 ENVIRONMENTAL SETTING

a Physical Setting

The Environmental Sustainability Division in the City Public Works Department manages collection and disposal of solid waste. The City also operates programs for residential and commercial recycling, household hazardous waste, and electronic waste collection.

The City has a franchise agreement with Harrison Industries for residential and commercial solid waste removal. This arrangement includes curbside collection, with three residential disposal options (trash, recyclables, and yard waste). After collection, waste is sorted at the Gold Coast Recycling Facility. Material that cannot be recycled is sent to landfills. The majority of Ventura's non-recycled waste (88 percent) goes to Toland Road Landfill, while approximately 11 percent is sent to the Simi Valley Landfill. The remaining approximately 1 percent is shipped to either Azusa Land Reclamation Company, Inc., Chiquita Canyon Sanitary Landfill, or Nu-Way Live Oak Landfill. **Table 4.12.6-1, Ventura County Landfill Characteristics**, summarizes the permitted daily and total capacities of the primary landfills that serve the City.

Table 4.12.6-1
Ventura County Landfill Characteristics

Landfill	Permitted Capacity (cubic yards)	Remaining Capacity (cubic yards	Permitted Daily Disposal (tons/day)	Average Daily Disposal (tons/day)	Estimated Closure Date
Toland Road	30,000,000	21,983,000	1,500	1,300	5/31/2027
Simi Valley	43,500,000	20,575,377	3,000	2,000	1/31/2027

Source: CalRecycle Active Landfill Profiles http://www.calrecycle.ca.gov/profiles/facility/Landfill/Default.asp.

As shown in **Table 4.12.6-1**, the Toland Road and Simi Valley Landfills have available permitted solid waste disposal capacity through 2027.

b. Regulatory Framework

State

The California Waste Management Act (AB 939), passed by the State of California, mandates the amount of solid waste entering existing landfills and the re-use of solid waste through recycling efforts.[1] AB 939 requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) in its Solid Waste Management Plan that identifies how each jurisdiction will meet the mandatory state waste diversion goals of 25 percent by the year 1995 and 50 percent by the year 2000. The purpose of AB 939 is to "reduce, recycle, and reuse solid waste generated in the state to the maximum extent feasible." In 2006, the most recent year for which information is available, the City diverted 70 percent of its solid waste from landfills as part of its compliance with the requirements of AB 939.[2]

The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and environment. AB 939 established the following waste management prioritization:

- Source Reduction
- Recycling
- Energy Recovery
- Landfilling
- Household Hazardous Waste Management

City

City Programs

The City has implemented numerous waste reduction programs. These include concrete/asphalt recycling, green waste and wood recycling, grasscycling, and composting street sweeping debris. The City also composts and mulches all curbside yard waste, which is applied to local agriculture fields, reducing water and fertilizer use. The City operates a Household Hazardous Waste Collection Program to collect hazardous and electronic waste from Ventura households and businesses, and provides household battery recycling containers for public use at various City facilities.

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1 California Integrated Waste Management Board, California Integrated Management Act, AB 939.

2 CalRecycle, "Jurisdiction Diversion and Disposal Profile: California Waste Stream Profiles," http://www.calrecycle.ca.gov/profiles/Juris/JurProfile2.asp?RG=C&JURID=430&JUR=San+Buenaventura.

As of January 1, 2011, the new California Green Building Standards Code (California Code of Regulations, Title 24, Part II) went into effect. In compliance with this new Code, the City now requires all construction projects to file and implement a Construction and Demolition Waste Management Plan (WMP).

General Plan

The City's *Our Sustainable Infrastructure* chapter is one of 10 chapters of the City's 2005 General Plan. The following goals and policies from the General Plan would apply to the proposed project:

Policy 5A: Follow an approach that contributes to resource conservation.

Action 5.5 Provide incentives for new residences and businesses to incorporate recycling and waste diversion practices, pursuant to guidelines provided by the Environmental Services Office.

Policy 5B Improve services in ways that respect and even benefit the environment.

Action 5.8 Locate new development in or close to developed areas with adequate public services, where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

Action 5.10 Utilize existing waste source reduction requirements, and continue to expand and improve composting and recycling options.

Action 5.18 Work with the Ventura Regional Sanitation District and the County to expand the capacity of existing landfills, site new landfills, and/or develop alternative means of disposal that will provide sufficient capacity for solid waste generated in the City.

Downtown Specific Plan

The following goals and policies from the Downtown Specific Plan would apply to the portion of the planning area within the Downtown Specific Plan area:

Action 8.18 Implement the 2004 Trash and Recycling Enclosure Design Guidelines and add inspection guidelines to the occupancy checklist. Require all new developments, redevelopments, and tenant improvements to incorporate the guidelines into project design.

Action 8.19 Implement the 2004 Trash and Recycling Enclosure Design Guidelines and add inspection guidelines to the occupancy checklist. Require all new developments, redevelopments, and tenant improvements to incorporate the guidelines into project design.

4.12.6.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XVII, Utilities and Service Systems, the following significance thresholds are used to evaluate project impacts related to Solid Waste.

SW-1 Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

SW-2 Would the project comply with federal, state, and local statutes and regulations related to solid waste?

b. Methodology

Solid waste generation was estimated using factors from the 2005 General Plan Final EIR.

c. Analysis, Mitigation Measures, and Residual Impacts

SW-1 Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Class III, Not Significant)

Analysis

Table 4.12.6-2, Projected Westside Solid Waste Generation, provides estimates of the solid waste that would be generated and disposed at area landfills.

Table 4.12.6-2
Projected Westside Solid Waste Generation

Estimated 2025 Population Increase	Generation Rate	Solid Waste Generation (tpd)	Diversion Rate	Landfill Disposal (tpd)
3,750	0.006 tpd per capita	22.5	70%	6.75

Source: Impact Sciences, Inc. 2011.
tpd = tons per day

Solid waste generated within the Westside Community Planning Project area would likely be disposed in the Toland Road or Simi Valley Landfills. As shown in **Table 4.12.6-1**, these landfills currently have available daily capacity through 2027. In 2006, the most recent year for which information is available, the City diverted 70 percent of its solid waste from landfills.[3] The estimated 6.75 tons per day (tpd) of solid waste that would be generated by growth under the Westside Community Planning Project could be accommodated at the Toland Road and Simi Valley Landfills, which have available permitted disposal capacity of 200 tpd and 1,000 tpd, respectively.

The portion of the Westside Redevelopment Project area located outside the Westside Community Plan area is located within the City's adopted Downtown Specific Plan area. The Downtown Specific Plan also contains policies and actions to address diversion of waste from landfills.

No specific development projects are proposed at this time and analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area. Implementation of the actions provided in the Westside Community Plan, the Downtown Specific Plan, the General Plan, and the City's programs and policies would support waste diversion efforts, and the impact would be less than significant. Impacts would therefore be Class III, Not Significant.

Mitigation Measures

No mitigation measures are required

Residual Impacts

Impacts would be Class III, Not Significant.

SW-2 Would the project comply with federal, state, and local statutes and regulations related to solid waste? (Class III, Not Significant)

Analysis

AB 939 requires that California cities establish programs to divert 50 percent of all solid waste from landfills. As discussed above, the City of Ventura has established residential and commercial waste diversion programs, and diverted 70 percent of its solid waste in 2006, the most recent year for which information is available. The Westside Community Planning Project would participate in City programs

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3 CalRecycle, "Jurisdiction Diversion and Disposal Profile: California Waste Stream Profiles," http://www.calrecycle.ca.gov/profiles/Juris/JurProfile2.asp?RG=C&JURID=430&JUR=San+Buenaventura.

for solid waste diversion. New housing constructed through the project's horizon year of 2025 would result in an estimated increase in population of 3,750 residents. As shown in **Table 4.12.6-2**, future development within the planning area is expected to divert 70 percent of its solid waste, or approximately 15.75 tpd, from disposal in landfills through compliance with City programs for reducing solid waste disposal. Furthermore, the Westside Community Plan provides policies that would support City efforts regarding solid waste diversion. Development within the Westside Community Planning area would comply with all actions provided in the Westside Community Plan, the Downtown Specific Plan, the General Plan, and the City's programs and policies, and the impact would be less than significant. Impacts would therefore be Class III, Not Significant.

Mitigation Measures

No mitigation measures are required

Residual Impacts

Impacts would be Class III, Not Significant.

d. Cumulative Impacts

Growth within the City of Ventura through the City's 2025 General Plan horizon year would cause increased demand for solid waste disposal. The City's 2005 General Plan includes policies and actions to ensure that solid waste diversion efforts are made as the City builds out. No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area and within other areas of the City. New development proposals within the City would also be reviewed and would be required to adhere to the policy and actions provided in the General Plan and/or community plan within which they are located, as well as other applicable City programs, which would support City efforts to divert solid waste and ensure the availability of adequate landfill capacity.

The proposed project would exceed the General Plan projections by 150 residential dwelling units, resulting in 385 residents more than were projected to reside in the City in 2025. With participation in City programs to reduce solid waste disposal, these residents would be expected to generate approximately 0.7 tpd of solid waste disposed in landfills. The additional 385 residents and 0.7 tpd would not be a substantial increase and the cumulative impact would be less than significant. Cumulative impacts would therefore be Class III, Not Significant, and the project's contribution to cumulative impacts would not be cumulatively considerable.

4.13 TRANSPORTATION AND CIRCULATION

4.13.1 INTRODUCTION

This section assesses the impacts of the Westside Community Planning Project (proposed project) upon the local transportation and circulation system. Potential impacts related to the roadway system, public transit, and bicycle and pedestrian facilities are discussed in this section. The primary purpose of the traffic analysis is to identify the deficiencies on the roadway network resulting from the proposed project and to evaluate feasible improvements to remedy those deficiencies, if any. The traffic analysis utilizes and incorporates information from the 2005 General Plan Final EIR by reference. Intersection capacity utilization worksheets and other traffic data are included in ***Appendix 4.13****.*

4.13.2 ENVIRONMENTAL SETTING

a. Introduction to Traffic Analysis

Performance Criteria Definitions

Level of service (LOS) is a concept developed to quantify the degree of comfort afforded to drivers as they travel on a given roadway. The degree of comfort includes such elements as travel time, number of stops, total amount of stopped delay, etc. As defined in the Transportation Research Board, National Research Council's *Highway Capacity Manual* (HCM 2000), six grades are used to denote the various LOS and are denoted as A through F. **Table 4.13-1, Level of Service of Arterial Roads**, describes the six grades of LOS for arterial roadways. Arterial Intersection Performance Standards are discussed in more detail in subsection **4.13.3b, Methodology**, later in this section.

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

Table 4.13-1
Level of Service of Arterial Roads[1]

LOS	Description
A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.
B	LOS B describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.
C	LOS C describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the free-flow speed for the street class.
D	LOS D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of free-flow speed.
E	LOS E is characterized by significant delays and average travel speeds of 33 percent or less of the free-flow speed. Such operations are caused by a combination of adverse signal progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
F	LOS F is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council.

[1] *The average travel speed along an urban street is the determinant of the operating LOS. The travel speed along a segment, section, or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections. The following general statements characterize LOS along urban streets and show the relationship to free flow speeds (FFS).*

Arterial Street System

The Westside Community Planning Area street system is shown on **Figure 3.0-7, Westside Community Regulating Plan**, in **Section 3.0, Project Description**.

The major highway and streets within the project site are described below.

US 101 extends from Ventura County north through Santa Barbara County and south through Los Angeles County. The closest access to the proposed project area from U.S. 101 is SR-33. Additional access to the proposed project area from U.S. 101 is from California Street.

State Route (SR) 33 is primarily a north/south highway that stretches over 57 miles from US 101 in the City through Ojai to the Ventura/Santa Barbara County line.

Ventura Avenue is a two-lane collector with a center turn lane and parking and sidewalks on both sides.

Stanley Avenue west of Ventura Avenue is a four-lane collector with a center turn lane, bike lanes and sidewalks on both sides. No on-street parking is allowed.

Olive Street is a two-lane residential street with designated bike routes and sidewalks on both sides.

Cedar Street is a two-lane residential street with segments that are discontinuous.

Existing Levels of Service

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

Existing ADT volumes on the arterial street system were based upon those provided in the General Plan in 2005. Updates to the traffic database since the evaluation of the 2005 General Plan indicates that the traffic volumes are still within the range allowable for the design criteria of the study area roadways in the Westside Community Planning Area. Traffic volumes reported in the 2007 traffic analysis confirm that no significant changes have occurred on the roadways in the Westside. Consequently, the traffic volumes reported for existing conditions are those from the 2005 General Plan EIR.

The ICU calculation methodology and associated impact criteria used for the study area arterial system are summarized in **Table 4.13-2, ICU and LOS Summary – Existing (2005) Conditions**. LOS on the arterial street system is defined according to peak hour intersection performance using ICU values. All locations meet the City's performance standards, as indicated on **Table 4.13-2**.

Table 4.13-2
ICU and LOS Summary – Existing (2005) Conditions

	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
132. Ventura & Stanley	0.65	B	0.73	C
178. SR-33 Ramps & Stanley	0.49	A	0.56	A
181. Ventura & Ramona	0.31	A	0.45	A
182. Olive & Main St	0.47	A	0.47	A

Note:
Level of service ranges: 0.00–0.60 = A 0.61–0.70 = B 0.71–0.80 = C 0.81–0.90 = D 0.91–1.00 = E Above 1.00 = F

Transit

The bus routes currently serving the City are provided by Gold Coast Transit (GCT), with all five routes operating on both weekdays and weekend days. Two routes (Routes 6 and 16) travel through and stop in the proposed project area. The routes serve major activity centers throughout the City.

Ventura Intercity Service Transit Authority (VISTA) provides bus service between Ventura and Santa Barbara via the transit center at Pacific View Mall and other local stops in the City. Greyhound buses connect Ventura with other statewide and national destinations. The Greyhound Station is located at 291 East Thompson Boulevard near Palm Street.

Rail transit service is provided by Metrolink and AMTRAK. Metrolink provides rail service between Ventura and Union Station in Los Angeles on the Ventura County line. A Metrolink station operates in the City of Ventura at Montalvo (East Ventura Station). Rail service to Ventura is also provided by AMTRAK via the Pacific Surfliner, which runs between San Luis Obispo to the north and San Diego to the south. Five trains operate daily, with one additional train on the weekends and one additional train that operates only during the weekdays.

Bicycle/Pedestrian Travel

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

The proposed project area currently contains the Ventura River Trail, a class I bike path, which traverses north/south, east of SR 33; class II bike lanes (the northern portion of Olive Street, along Stanley Avenue and Ventura Avenue); and class III bike routes along segments of Olive Street and Ventura Avenue.

Sidewalks

Sidewalks are the most important component of the City's pedestrian system. Most streets within the proposed project area include sidewalks with the exception of some residential streets.

b. Regulatory Framework

County

Ventura County Congestion Management Program

The Congestion Management Plan (CMP) was enacted by the California Legislature in 1989 to improve traffic congestion in urban areas. The program became effective with the passage of Proposition 111 in 1990, which also increased the state gas tax. Funds generated by Proposition 111 are available to cities and counties for regional road improvements, provided these agencies are in compliance with CMP requirements. 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 congestion management program 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 County of Ventura must comply with CMP requirements in developing a circulation plan for the County area.

Under this legislation, regional agencies are designated within each county to prepare and administer the CMP for agencies within that county. Each local planning agency included in the CMP has the following responsibilities:

- Assisting in monitoring the roadways designated within the CMP system
- Adopting and implementing a trip reduction and travel demand ordinance
- Analyzing the impacts of local land use decisions on the regional transportation system
- Preparing annual deficiency plans for portions of the CMP system where LOS standards are not maintained

The Ventura County Transportation Commission is the CMP agency for Ventura County.

City

General Plan

The following traffic and transportation policies and actions of the Ventura General Plan are applicable to the Westside Community Planning Area.

Policy 4A Ensure that the transportation system is safe and easily accessible to all travelers.

- Action 4.5 Utilize existing roadways to meet mobility needs, and only consider additional travel lanes when other alternatives are not feasible.
- Action 4.6 Require new development to be designed with interconnected transportation modes and routes to complete a grid network.
- Action 4.12 Design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles.
- Action 4.13 Require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof.

Policy 4B Help reduce dependence on the automobile.

- Action 4.16 Install roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors, including primary bike and transit routes, and at land use intensity nodes.
- Action 4.18 Promote the development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment.
- Action 4.21 Require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along the shoreline and watercourses.
- Action 4.24 Require sidewalks wide enough to encourage walking that include ramps and other features needed to ensure access for mobility-impaired persons.

Action 4.25 Adopt new development code provisions that require the construction of sidewalks in all future projects.

Action 4.27 Extend stubbed-end streets through future developments, where appropriate, to provide necessary circulation within a developing area and for adequate internal circulation within and between neighborhoods. Require new developments in the North Avenue area, where applicable, to extend Norway Drive and Floral Drive to connect to Canada Larga Road; and connect the existing segments of Floral Drive. Designate the extension of Cedar Street between Warner Street and south of Franklin Lane and the linking of the Cameron Street segments in the Westside community as high priority projects.

Policy 4C Increase transit efficiency and options.

Action 4.28 Require all new development to provide for citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership.

Bicycle Master Plan

The Ventura Bicycle Master Plan was adopted on May 2, 2011 and is the primarily planning tool that represents the 20-year long-range bicycle plan for the City. The purpose of the Bicycle Master Plan is to recommend bicycle facility, program, and policy-oriented improvements that will best serve the community based on an assessment of existing conditions and the desires of the City's residents.

The Bicycle Master Plan serves as a flexible, comprehensive and long-range guide for future bicycle planning, design, and budgetary decisions, and helps ensure that the community's bicycle transportation and recreational needs are met.

Definition of Bikeways

Bike Path (Class I) – Class I bike paths are separated from roads by distance or barriers. Bike paths offer opportunities not provided by the road system and can provide recreational opportunities or serve as desirable commuter routes. Design standards require two-way bicycle paths to be a minimum of 8 feet wide plus shoulders. Bike paths are usually shared with pedestrians, and if pedestrian use is expected to be significant, the desirable width is 12 feet.

Bike Lane (Class II) – A Class II bikeway is a lane on a road that is reserved for bicycles. The lane is painted with pavement lines and markings and is signed. Bike lanes are one-way, with a lane on each side of the roadway between the travel lane and the edge of paving or, if parking is permitted, between the travel lane and the parking lane. The lanes are at least 4 feet wide, 5 feet if parking is permitted.

Bike Route (Class III) – Class III bike routes share existing roads and provide continuity to other bikeways or designated preferred routes through high traffic areas. Bike routes are established by placing signs that direct cyclists and warn drivers of the presence of bicyclists. Since bicyclists are permitted on all roads, the decision to sign a road as a bike route is based on factors including the advisability of encouraging bicycle travel on the route, the need to meet bicycle demand, and the desire to connect discontinuous segments of bike lanes.

4.13.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XVI, Transportation/Traffic, the following significance thresholds are used to evaluate project impacts related to Transportation/Traffic.

TRAF-1 Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

TRAF-2 Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

TRAF-3 Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

TRAF-4 Would the project result in inadequate emergency access?

TRAF-5 Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Based upon Appendix G of the *State CEQA Guidelines* under Section XVI, Transportation/Traffic, a project may have a significant impact if it would:

XVI.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;

The Project would have no impact related to significance threshold XVI.c, because the project is not located in the vicinity of an airport and detailed analysis in the EIR is not required. This significance threshold is discussed in **Section 8.0, Effects Found Not to be Significant**.

b. Methodology

Traffic forecast data presented here was produced using the Ventura Citywide traffic forecasting model. The model uses future land use and circulation system assumptions to derive corresponding traffic forecast data. A detailed description of the modeling procedures can be found in the traffic model documentation report, which is available for review at the Community Development Department. Traffic model data specific to the proposed project can be found in **Appendix 4.13**.

As stated in the 2005 General Plan Final EIR, the City monitors and evaluates the performance of the street network at selected locations labeled as principal intersections. The City has a performance standard for signalized intersections that are labeled as principal intersections. The City's performance standard only applies to principal intersections and not to all signalized intersections, except for those that are on the CMP network, at which the CMP level of service standard of LOS E is applicable. Other signalized intersections that are not principal intersections are considered to be minor locations that are not anticipated to experience capacity issues. The performance standard for a principal intersection is shown in **Table 4.13-3, Arterial Intersection Performance Criteria**.

While the Westside Community Plan provides policies related to parking (provided below) and the Westside Development Code provides detailed standards regarding the provision parking for future development within the planning area, no analysis of project impacts to existing parking is required under CEQA.

Table 4.13-3
Arterial Intersection Performance Standard

ICU Calculation Methodology	
Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions:	
Saturation Flow Rate:	1,600 vehicles/hour/lane
Clearance Interval:	None
Performance Targets	
LOS E (peak hour ICU values less than or equal to 1.00) at freeway ramp intersections and non-principal intersections on the CMP network	
LOS D (peak hour ICU less than or equal to 0.90) for all other principal intersections	
Threshold of Significance	
For an intersection that is forecast to operate worse than its performance standard, the impact of a project is considered to be significant if the project increases the ICU by 0.01.	
Level of Service (LOS)	
LOS	**ICU**
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	above 1.00

Abbreviations:
LOS – Level of Service
ICU – Intersection Capacity Utilization
*Source: Austin-Foust Associates, Inc. Westside Community Plan Traffic Analysis (September 2011) (see **Appendix 4.13**)*

c. Analysis, Mitigation Measures, and Residual Impacts

Westside Community Plan

The following traffic and transportation policies and actions are provided in the Westside Community Plan.

Goal — Encourage various modes of travel by providing infrastructure for buses, bikes and pedestrians as well as cars and improved connections from the Ventura River Trail to neighborhoods to the hillsides.

Goal	Improve parking along Ventura Avenue for commercial business customers.
Policy 12 Q	Improve roadway design along Ventura Avenue to enhance pedestrian safety, facilitate safe crossing of pedestrians and bicyclists, and improve parking. Ensure that the Westside circulation system is interconnected and usable by all modes of transportation.
Action 12.4.3	Extend Stanley Avenue to Cedar Street and extend Cedar Street to Mohawk Avenue.
Action 12.4.5	Consider restricting commercial truck loading along Ventura Avenue to ensure parking for customers and facilitate pedestrian and bicycle mobility.
Policy 12 R	Improve bike and pedestrian connections to the Ventura River Trail and through the neighborhoods.
Action 12.4.7	Develop a bicycle and pedestrian accessible extension of Olive Street from Stanley Avenue to Shoshone Street.
Action 12.4.8	Develop connections from the regional Ventura River Trail bike trail to adjoining neighborhoods consistent with the Bicycle Master Plan and explore connections at Simpson Street and Riverside Drive among other potential locations.
Action 12.4.9	Develop bicycle/pedestrian boulevards along Cameron Street, Vince Street, Simpson Street, and Park Row to facilitate east-west mobility and improve access to the Ventura River Trail.
Action 12.4.10	Connect portions of Cedar Street for multi-modal access, including bicycles, pedestrians, and automobiles.
Action 12.4.11	Integrate bicycle trails into the Westside Community to serve both as transportation corridors and as recreational amenities.

Policy 12T Enhance the mobility grid network through new and existing alleys.

Action 12.4.14 Develop a long-range master Westside Community circulation plan for alleys and streets to establish the urban form to guide future redevelopment.

Action 12.4.16 Reconnect existing alleys to link portions of neighborhoods to Ventura Avenue.

Policy 12 U Reduce dependence on the automobile in the Westside Community.

Action 12.4.17 Prepare a Westside Parking Study to assess supply and demand and recommend revised parking standards for the Westside.

Action 12.4.18 Provide for shared parking and transportation improvements.

Action 12.4.19 Require all new development to contribute toward a Transportation Demand Management (TDM) fund to be used to develop community, City, and regional transportation programs that reduce transportation related air pollutants.

Action 12.4.21 Require all new development and existing development, where feasible, to provide bike racks that meet League of American Bicyclists standards for public use and bike lockers and shower facilities for employee use.

New Policy XX: Restore and enhance connection to the local beach.[1]

New Action 12.4.XX: Create a safe and attractive pedestrian and bicycle crossing at Olive Street and the Stanley Ave/Highway 33 off ramp as specified in the Bicycle Master Plan.

New Action 12.4.XX: Create a safe and attractive extension of the southern end of the Ventura River Bicycle Path at Rex St, so it crosses the Highway 33 on/off ramp as specified in the Bicycle Master Plan.

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1 City of Ventura, Administrative Report, June 6, 2011.

Westside Community Development Code

Street and Streetscape Standards

The Westside Development Code includes standards for street and streetscape types allowed within the proposed project area and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for character and quality of the public realm of the street. The Development Code proposes street sections for improvements and configurations of Ventura Avenue, Olive Street, Stanley Avenue, Cedar Street, and future alleyways.

The Westside Community Plan includes a proposal to connect the north and south segments of Cedar Street and reclassify the existing portions of the street from "collector" to "local." The new portion of Cedar Street, while located within unincorporated Ventura County, is within the City's Sphere of Influence. A General Plan Amendment is proposed as part of the project to reclassify Cedar Street. More information is provided in **Section 4.9, Land Use and Planning**.

Two alternatives designs are proposed in the Westside Development Code. Alternative 1 would be designed as a traditional street that includes on-street parking and bike lanes on both sides of the street with a typical parkway and sidewalk configuration. Alternative 2 would be designed as a street with on-street parking on both sides, but would place a traditional parkway and sidewalk on the west side and a parkway and bike trail on the east side.

The proposed new section of Cedar Street would extend north of Kellogg Street adjacent to significant hillside slopes. Therefore, the extension of Cedar Street would be potentially significant without implementation of mitigation requiring study of the roadway. **Mitigation Measure MM-TRAF-1** requires that prior to construction of the extension of Cedar Street, an engineering and mobility analysis be completed by a certified traffic engineer to determine the most efficient design. This analysis is to be contained in a written report containing design analysis and technical considerations and/or recommendations to the street design and will be submitted to, and approved by, the City Traffic Engineer. With implementation of this mitigation measure, the impact would be reduced to a less than significant level.

The traffic analysis determined that changes in traffic patterns due to the proposed project would result in minor net changes in traffic volumes to the existing roadway segments. Increases to one direction of travel, or to one intersection turning movement, are largely offset by decreases in traffic from the opposing direction.

The General Plan contains policies and actions that direct the circulation within the City, including the extension of Cedar Street between Warner Street to south of Franklin and the linking of the Cameron Street segments in the project area as high priority projects (Action 4.27). The proposed project includes a proposal for the future extension of Cedar Street from Kellogg Street to just south of Shoshone Street, with a bicycle/pedestrian connection to Mohawk Avenue, which will be consistent with the General Plan (Policy 4A).

Implementation of the proposed project would improve traffic and pedestrian safety in the Westside area.

Analysis

TRAF-1 Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit? (Class III, Not Significant)

The project trip generation is shown in **Table 4.13-4, Project Trip Generation**. Based on the development projections identified in **Section 3.0, Project Description**, the proposed project would result in approximately 23,000 average daily trips (ADTs) (traffic data is located in **Appendix 4.13**). The trip distribution of the additional ADTs is shown on **Figure 4.13-1, Average Daily Trip Volumes – Project (2025) Conditions**. The traffic analysis analyzed the project's potential impact to level of service at four intersections,[2] three within the proposed project area and one outside the project area (No. 182, Olive and Main Streets), as identified in **Table 4.13-5, ICU and LOS Summary – Project (2025) Conditions**. The City's threshold for a significant impact at studied intersections would be a level of service D with project impacts, or if the project increases the ICU by 0.01 to already deficient intersections (LOS E or worse).

As shown in **Table 4.13-5**, all of the study intersections would operate within the City's level of service standards under project (2025) conditions. Therefore, the project would result in less than significant impacts to the studied intersections. The impact would be Class III, Not Significant.

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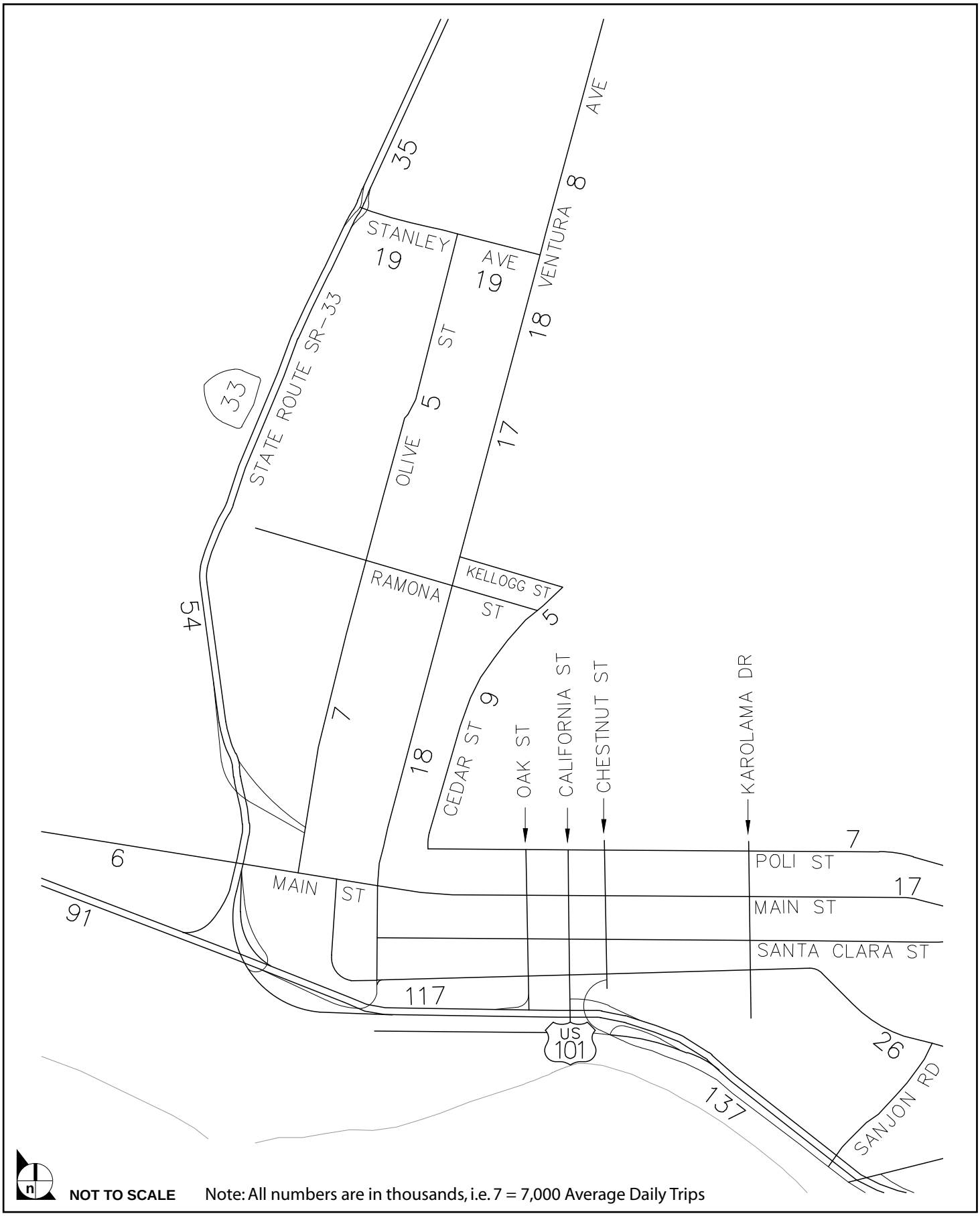
2 These intersections were previously analyzed in the General Plan EIR.



SOURCE: City of Ventura – September 2011

FIGURE **4.13-1**

Average Daily Trip Volumes – Project (2025) Conditions

0145-017•10/11

Table 4.13-4
Project Trip Generation

		Average Daily		AM Peak Hour		PM Peak Hour	
Land Use	**Size**	**Rate**	**Trip Ends**	**Rate**	**Trip Ends**	**Rate**	**Trip Ends**
Apartments	150 DU	6.63	995	0.51	77	0.62	93
High Retail	49 TSF	83.86	4109	2.03	99	7.64	374
Office	55 TSF	11.01	606	1.56	86	1.49	82
TOTAL			**5709**		**262**		**549**

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

Table 4.13-5
ICU and LOS Summary – Project (2025) Conditions

	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
132. Ventura & Stanley	0.69	B	0.80	C
178. SR-33 Ramps & Stanley	0.53	A	0.62	B
181. Ventura & Ramona	0.39	A	0.47	A
182. Olive & Main St	0.49	A	0.50	A

Note:
Level of service ranges: 0.00–0.60 = A 0.61–0.70 = B 0.71–0.80 = C 0.81–0.90 = D 0.91–1.00 = E Above 1.00 = F

The General Plan identifies policies and actions to ensure that the transportation system is safe and easily accessible to all travelers (Policy 4A). The actions associated with General Plan Policy 4A include the use of existing roadways to meet mobility needs (Action 4.5), require new development to be designed with interconnected transportation modes and routes to complete a grid network (Action 4.6), design roadway improvements and facility modifications to minimize the potential for conflict between pedestrians, bicycles, and automobiles (Action 4.12), and require new project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination thereof (Action 4.13).

The Westside Community Planning Project would be consistent with the General Plan Policy 4A because Policy 12T would enhance the mobility grid network through new and existing alleys. The Westside Community Urban Design Plan contains future roadway extensions, bike, and pedestrian connections and potential alleyways that would provide for a more interconnected grid network. The proposed

circulation improvements would link portions of neighborhoods to Ventura Avenue (Action 12.4.16) and would guide future redevelopment (Action 12.4.14).

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

TRAF-2 Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Class III, Not Significant)

Analysis

State Route 33 within the project area and US 101, which connects to State Route just south of the project area, are designated as part of the Congestion Management Program (CMP) network.[3] The existing northbound and eastbound traffic conditions along the SR-33 during AM Peak hour and PM Peak hour periods have a level of service (LOS) A and LOS B, respectively.[4] The existing southbound and westbound traffic conditions along the SR-33 during AM Peak hour and PM Peak hour periods have a LOS B and LOS A, respectively.[5] As noted above under the analysis for threshold of significance TRAF-1, the proposed project would not result in level of service deficiencies of any of the four studied intersections. As a result, level of service impacts would be less than significant along SR-33 with implementation of the proposed project. The impact would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

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3 Ventura County Transportation Commission (VCTC), *Congestion Management Program (CMP)*, (2009) Exhibit 8.

4 VCTC, *CMP*, Exhibit 13a and 13b.

5 VCTC, *CMP*, Exhibit 13c and 13d.

TRAF-3 Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Class III, Not Significant)

Analysis

The proposed project promotes changes to the design of specific roadways in order to enhance their safety. The Westside Regulating Plan in the Development Code identifies new street extensions, including the extension of Cedar Street and alleyways near Ventura Avenue, and bicycle and pedestrian pathway extensions to promote enhanced connectivity. The proposed Westside Development Code contains new street standards, and standards for residential streets including alleys, yield streets, and free flow streets. The new streets and extensions will be designed per City standards with alignment studies where necessary and appropriate and will eliminate or minimize hazards.

Mitigation Measures

No mitigation required.

Residual Impacts

Class II, significant but mitigable as future engineering and design studies will need to be completed to determine the ultimate configuration for the extension of Cedar Street north of Kellogg Street.

TRAF-4 Would the project result in inadequate emergency access? (Class III, Not Significant)

Analysis

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning area. During the development review and approval process, emergency access is evaluated. Two means of ingress and egress are required for all major development projects, including subdivisions and commercial/industrial sites. Adequate road and driveway widths are required to provide access to fire trucks, along with turnouts and turnaround areas where deemed necessary. Traffic control during evacuation procedures will be based upon the nature of the emergency and the condition of the roads within the project area. The City will place temporary signage to ensure evacuation routes are clearly marked for motorists. The Development Code would provide new standards for the design and construction of existing and new streets. All new development would be subject to the City of Ventura Fire Department regulations for street width.

The City's Municipal Code[6] contains regulations regarding the design criteria and improvement standards for the City's circulation system. These regulations are provided under Chapter 26.200 (Design Criteria and Improvement Standards). Development within the Westside Community Plan area would be required to conform to the regulations provided in the proposed Westside Development Code (Section 24W.208) and the City Municipal Code which would ensure adequate emergency access would be provided to developments within the project area. With the implementation of development requirements found in the Municipal Code, and consistency with the relevant General Plan policies, impacts regarding emergency access would be less than significant. Impacts would be Class III, Not Significant

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

TRAF-5 Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Class IV, Beneficial Impact)

Analysis

Public Transit

The proposed project area is located in within the Gold Coast Transit service area. Gold Coast Bus Routes 6 and 16 utilize Ventura Avenue. Implementation of the proposed project would not impact any bus transit operations or bus stops. The implementation of the Westside Community Plan and Development Code would provide an opportunity for additional stops within the project area. The General Plan Action 4.12 would minimize the potential for conflict between pedestrians, bicycled, and automobiles through the design of roadway improvements and facility modifications. The proposed project would be consistent with the General Plan because Action 4.13 would require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination of the two. In addition, the proposed project identifies Action 4.28 which would require all new development to provide for Citywide improvements to transit stops that have sufficient quality and

6 City of Ventura, Municipal Code, Chapter 26.200.

amenities, including shelters and benches, to encourage ridership. As a result, impacts related to future public transit routes would be beneficial.

Bicycle and Pedestrian Paths

The proposed project area is depicted on the City's Bicycle Master Plan. The proposed project designates new east/west connections to the Ventura River Trail, a north/south Class I bike path at Simpson Street, Ramona Street, Barnett Street, and Vince Street. The proposed project also provides for the designation of future north/south bicycle and pedestrian paths between Stanley Avenue to Shoshone Street, between Comstock Drive and De Anza Drive,[7] between Warner Street and Vince Street,[8] and a future extension from Cedar Street to Mohawk Avenue.

The General Plan contains actions that promote the development of pedestrian and bicycle access and facilities within the City. These actions include the installation of roadway, transit, and alternative transportation improvements along existing or planned multi-modal corridors (Action 4.16); the promotion of development and use of recreational trails as transportation routes to connect housing with services, entertainment, and employment (Action 4.18); and would require new development to provide pedestrian and bicycle access and facilities as appropriate, including connected paths along watercourses (Action 4.21). The proposed Westside Community Plan and Development Code identify actions that would be consistent with the General Plan actions for pedestrian and bicycle access and facilities within the project area. The proposed project would provide a bicycle/pedestrian extension of Olive Street from Stanley Avenue to Shoshone Street (Action 12.4.7), designate a bicycle/pedestrian extension of Cameron Street (12.4.9) and connections from the Ventura River Trail to Simpson Street, Ramona Street, Barnett Street, and Vince Street (Action 12.4.8). The proposed designation for the extension Cedar Street would potentially include designation for a Class II bike lane from Ferro Drive to Mohawk Avenue.

Action 12.4.21 requires all new development and existing development, where feasible, to provide bike racks that meet League of American Bicyclists standards for public use, bike lockers, and shower facilities for employee use that would be consistent with the General Plan Action 4.21. Integration of bicycle trails that connect to the Westside Community (Action 12.4.11) would be consistent with the General Plan (Action 4.16 and 4.21). Impacts related to bicycle and pedestrian paths would be beneficial.

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7 Designated as a class I bike path in the City's Bicycle Master Plan.

8 Designated as a class III bike path in the City's Bicycle Master Plan.

Sidewalks

The proposed project would implement the Westside Community Plan and Development Code. Planning and design goals include encouraging traditional neighborhood design in existing and new Westside neighborhoods; emphasizing neighborhood preservation by valuing the existing residential, industrial, and artistic characteristics of the Westside community; and enhancing the public streetscape in these neighborhoods. The main transportation planning goal is to develop an interconnected circulation system for all modes of travel, including buses, bikes, pedestrians, and cars.

The General Plan requires sidewalks wide enough to encourage walking including ramps and other features needed to ensure access for mobility-impaired persons (Action 4.24). The proposed project would be consistent with the General Plan because it includes design standards for sidewalks where new improvements would be required along new and improved streets as well along public frontages.

The project area includes the Ventura Avenue Corridor and is home to several neighborhood centers that are surrounded by well-connected neighborhood blocks. Opportunities exist to realize the revitalized potential of the neighborhood through improved linkages to expand mobility, enhanced pedestrian amenities along streetscapes, and contextually appropriate height and massing of new development along mixed-use corridors.

Therefore, impacts to sidewalks and pedestrian access would be beneficial.

Mitigation Measures

No mitigation is required.

Residual Impacts

d. Cumulative Impacts

The proposed project would exceed the General Plan projections by 150 dwelling units, 49,005 square feet of retail space, and 54,450 square feet of office space would also be permitted. The impact of this additional development was analyzed and the intersection capacity analysis is shown in **Table 4.13-6, ICU and LOS Summary – General Plan Plus Project (2025) Conditions**. As shown in **Table 4.13-6**, all of the intersections would operate within the City's LOS standards under cumulative scenarios.

Table 4.13-6
ICU and LOS Summary – General Plan Plus Project (2025) Conditions

	AM Peak Hour		PM Peak Hour	
Intersection	**ICU**	**LOS**	**ICU**	**LOS**
132. Ventura & Stanley	0.79	C	0.90	D
178. SR-33 Ramps & Stanley	0.71	C	0.82	D
181. Ventura & Ramona	0.40	A	0.51	A
182. Olive & Main St	0.54	A	0.61	B

Note:
Level of service ranges: 0.00–0.60 = A 0.61–0.70 = B 0.71–0.80 = C 0.81–0.90 = D 0.91–1.00 = E Above 1.00 = F

No specific development projects are proposed at this time and analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning area and within other areas of the City. New development proposals within the City would also be reviewed and would be required to adhere to the policy and actions provided in the General Plan and/or community plan within which they are located.

Therefore, cumulative impacts would be considered less than significant and the incremental increase in ICU and LOS would not be cumulatively considerable.

4.14 UTILITIES AND SERVICE SYSTEMS

INTRODUCTION

The following subsections address water supply and conveyance, sewage collection and treatment, and energy supply and infrastructure. Information for these sections was collected from related planning documents (i.e., Water Master Plan and Wastewater System Master Plan) and the agencies providing these services to the City of San Buenaventura (City of Ventura).

4.14.1.1 INTRODUCTION

This section describes the water supply and services for the Westside Community Planning Project area. This section is based on information obtained from various water related reports for the City of San Buenaventura (Ventura) for the planning area. The Ventura River, Casitas Municipal Water District, and groundwater wells are sources of water for the City of Ventura.

4.14.1.2 ENVIRONMENTAL SETTING

a. Potable Water

City of Ventura

The City's water system provides reliable and clean drinking water and fire protection to over 113,000 residents and 32,000 service connections through an infrastructure of three treatment plants, 23 booster pump stations, 31 treated water reservoirs, 11 Ventura River and groundwater wells, over 380 miles of pipelines, and a connection to the Casitas Municipal Water District (CMWD). The California Department of Public Health (Public Health) and the United States Environmental Protection Agency (US EPA) oversee the regulatory requirements that have any impact on the water system.[1] The City's 2010 water supply was comprised of five water sources: The CMWD; the Ventura River Foster Park Area (Foster Park) through surface water intake and upper Ventura River Groundwater Basin/Subsurface Intake and Wells; and three groundwater basins. In addition to the current water supply sources, the City has a contracted Table A,[2] an amount of 10,000 acre-feet per year (afy) of State Water Project (SWP) water with the California Department of Water Resources (DWR). To date, the City has not received delivery of its annual SWP allocations, and it is not certain if, or when, facilities would ever be constructed to transport SWP water to the City.[3] The amount of water supplied to meet City demand in 2010 was 17,351 acre-feet (af), and was supplied by Calleguas Municipal Water District (CMWD), the Ventura River, and groundwater sources.

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1 City of Ventura, *2011-2017 Capital Improvement Plan*, January 24, 2011.

2 The SWP has contracts to deliver 4.17 million afy to 29 contracting agencies. Table A is the original SWP water right amount.

3 City of Ventura, *2010 Urban Water Management Plan (UWMP)*, Section 3.3

Western Ventura Supply

The western portion of the City obtains water predominantly from the CMWD via Lake Casitas and the Ventura River diversion near Foster Park north of the City. Historically, the water supply from Casitas has ranged from 4,960 to 8,000 afy with the amount of water historically supplied from the Ventura River ranging from 4,200 to 6,700 afy.[4] Because of an agreement between the CMWD and the US Bureau of Reclamation and the method of financing the Lake Casitas project, water from Lake Casitas cannot be used outside CMWD boundaries. The planning area is located within the CMWD service area and would receive water provided by CMWD.

Water Pressure Zones, Storage and Distribution

The planning area is located within water pressure zones 210 and 400. Water pressure zone 210 encompasses the planning area from south of Shoshone Street and extends south along the coast, including Downtown Ventura. Water pressure zone 400 roughly starts from Shoshone Street and extends north to the northern City's northern boundary of the Sphere of Influence.

Three reservoirs provide approximately 19.87 million gallons (mg) of operational storage in water pressure zone 210. Water pressure zone 210 has adequate storage and pumping capacity. Water is boosted from this zone directly into water pressure zones 260, 330, 400, 430, and 605K. There is one pump station within this zone with a nominal pumping capacity of 8,300 gallons per minute (gpm).[5] The Valley Vista and Seneca Tanks provide storage for water pressure zone 400. The Seneca Tank is located within the planning area. The operational storage capacity for this zone is 2.02 mg. The zone is fed by the Valley Vista booster pump station, which has a nominal pumping capacity of 960 gpm. Water pressure zone 400 has inadequate storage (deficient 1.80 mg) and inadequate pumping capacity.

The distribution system for the planning area primarily consists of distribution mains ranging from 4 inches to 8 inches in diameter with a 30-inch main located along Ventura Avenue. The residual pressures maintained throughout the distribution system range between 40 pounds per square inch (psi) to 120 psi. Water pressure zone 210 has an area of low pressure and subsequent low fire flow availability at the zone boundary between the 210 and 400 pressure zones near Ventura Avenue.[6]

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4 City of Ventura, *Water Master Plan*, 2011, Table ES-2.

5 City of Ventura, *Water Master Plan*, 2011, Table VI-4.

6 City of Ventura, *Water Master Plan*, 2011, Page iv, ES.

b. Recycled Water

City

The City utilizes recycled water supply from the Ventura Water Reclamation Facility (VWRF) to augment its municipal water supply. The tertiary-level treatment plant produces effluent that meets the requirements of Title 22 of the California Administrative Code at an average daily flow of 9.5 million gallons per day. Recycled water is currently used at two golf courses, for landscaping at the Olivas Adobe, the City's Marina Park, and for landscaped areas in the Ventura marina area and Auto Center Area. Treated effluent is also used for beneficial use in the Santa Clara River estuary. The City recycled water system consists of 5 miles of pipelines and two pumping facilities. There are no City recycled water facilities within the planning area.[7]

Ojai Valley Sanitation District

In 2007 the City in partnership with the Ojai Valley Sanitation District (OVSD) completed a preliminary feasibility analysis for the re-use of effluent currently discharged from OVSD to the Ventura River. Ultimately, from an economic perspective, the cost and difficulty of providing the infrastructure necessary to supply recycled water to potential users has to be balanced against the demand for such water, and the willingness of potential users to pay for it. The City and OVSD continue to discuss and work together to investigate the potential re-use of OVSD effluent. This recycled water would be used with the project area.

c. Regulatory Framework

Federal

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply.[8] The law was amended in 1986 and 1996 and requires a variety of actions to protect drinking water and its sources. SDWA authorizes the US EPA to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water. The US EPA, state agencies, and water purveyors work together to ensure that SDWA standards are met.

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7 City of Ventura, *Final Recycled Water Market Study, Phase 1 Report*, March 2010.

8 US Code, Title 42, Section 300f.

Clean Water Act

The federal Clean Water Act (CWA) Section 401 regulates the discharges of pollutants into "waters of the US" from any point or non-point source.[9] Individual permits are issued for certain defined sources of discharge, while non-point source runoff from construction sites and urban development is regulated under a series of general permits. Construction that disturbs 1 acre or more is regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater program. In the State of California, the program is administered by the local Regional Water Quality Control Board (RWQCB).

State

Urban Water Management Planning Act

The Urban Water Management Planning Act requires urban water suppliers that provide water for municipal purposes to more than 3,000 customers, or more than 3,000 afy of water, to prepare an urban water management plan (UWMP).[10] The intent of the UWMP is to assist water supply agencies in water resource planning given their existing and anticipated future demands. The UWMP must include a water supply and demand assessment comparing total water supply available to the water supplier with the total projected water use over a 20-year period. It is also mandatory that the management plans be updated every five years.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1969 established the principal state program for water quality control.[11] The act also authorized the State Water Resources Control Board (SWRCB) to implement the provisions of the federal Clean Water Act. The act divided the state into nine RWQCB areas. Each RWQCB implements and enforces provisions of the Porter-Cologne Act and the CWA subject to policy guidance and review by the SWRCB.

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9 US Code, Title 33, Section 404.

10 California Water Code Sections 10610–10656, Urban Water Management Planning Act.

11 California Water Code, (1969, as amended), Porter-Cologne Water Quality Control Act.

Senate Bill 221 and Senate Bill 610

Senate Bill 610 (SB 610)[12] and Senate Bill 221 (SB 221)[13] amended state law to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that seek to promote more collaborative planning between local water suppliers, cities, and counties. Both statutes require that detailed information regarding water availability be provided to city and county decision makers prior to approval of specific large development projects. Both statutes also require that this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects.

SB 221 establishes the relationship between the water-supply assessment (WSA) prepared for a project and the project approval under the Subdivision Map Act. Pursuant to California Government Code, the public water system must provide a written verification of sufficient water supply prior to the approval of a new subdivision.[14] SB 221 prohibits a local planning agency from approving a tentative map, parcel map, or development agreement for residential subdivisions of more than 500 units unless the water supplier issues a written verification that a sufficient water supply is available for the project, or the local agency finds that alternate water supplies are, or will be, available prior to the completion of the project.

SB 610 modifies the requirements for the water supply assessments already required to be provided by the water suppliers to local planning agencies for certain types of projects. This bill also expands the requirements for certain types of information in an UWMP, including an identification of any existing water supply entitlement, water rights, or water service contracts held relevant to the water supply assessment for a proposed project, and a description of water deliveries received in prior years.

California State Water Code requires a lead agency to identify the public water system supplying water for a development project that is subject to CEQA and to request a WSA.[15] Generally, a WSA is required if the water system has more than 5,000 connections and the project falls within one of the following categories:

- Residential development with more than 500 units or one that uses as much water as a 500-unit residential project

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12 California Public Resources Code, Section 21151.9.

13 California Business and Professions Code, Section 11010; California Government Code, Sec. 66473.4.

14 California Government Code, Section 66473.7.

15 California Water Code, Section 10910–10915.

- Commercial center or business with more than 500,000 square feet of space or 1,000 employees
- Commercial office building with more than 250,000 square feet of space or 1,000 employees
- Hotel or motel with more than 500 rooms
- Industrial, manufacturing, or processing plan with more than 1,000 employees, 40 acres of land, or 650,000 square feet of floor space
- Mixed-use project meeting any of the above criteria

The WSA from the public water system must indicate whether water demand associated with the project was included in the last UWMP and assess whether its total projected supplies available during normal, single dry, and multiple dry water years will meet projected demand in the service area with the proposed project. If it does not, the WSA must describe the means to be used to obtain the necessary supplies along with the identification of any needed improvements.

California Code of Regulations

The California Code of Regulations (CCR), Title 20 (Public Utilities and Energy, Sections 1605.1(h) and (i) and 1605.3(h)) establishes water efficiency standards (i.e., maximum flow rates) for specific appliances including all new showerheads (2.5 gallons per minute at 80 pounds per square inch), lavatory and kitchen sink faucets (2.2 gallons per minute at 60 pounds per square inch), and commercial pre-rinse spray valves (1.2 gallons per minute at 60 pounds per square inch). Title 20 also establishes maximum water consumption standards for urinals and water closets (1.6 gallons per flush per unit for most units). Title 24 (California Building Standards, Sections 2-5307 and 2-5352) prohibits the sale of fixtures that do not comply with the current regulations; prohibits the installation of fixtures unless the manufacturer has certified compliance with the flow rate standards; and addresses pipe insulation requirements that can reduce water used before hot water reaches fixtures.

Recent Legislation

Legislation adopted in 2010 includes a comprehensive package of bills aimed at ensuring a reliable water supply in the future, as well as restoring the Sacramento–San Joaquin River Delta and other ecologically sensitive areas. This comprehensive legislation places water supply and the delta environment on an equal footing, establishing those principles as the State of California's fundamental and co-equal goals for the delta.

Summary of the Four Bills

SB 1 - Delta Governance/Delta Plan: SB 1 establishes the framework to achieve the co-equal goals of providing a more reliable water supply to California and restoring and enhancing the Sacramento–San Joaquin River Delta ecosystem. These goals will be achieved in a manner that protects the unique cultural, recreational, natural resources, and agricultural values of the delta.

SB 6 - Groundwater Monitoring: SB 6 requires that local agencies monitor the elevation of their groundwater basins to help better manage the resource during both normal water years and drought conditions.

SB 7 - Statewide Water Conservation: SB 7 creates a framework for future planning and actions by urban and agricultural water suppliers to reduce California's water use. This bill requires the development of agricultural water management plans and requires urban water agencies to reduce statewide per capita water consumption 20 percent by 2020.

SB 8 - Water Diversion and Use/Funding: SB 8 improves accounting of the location and amounts of water being diverted by recasting and revising exemptions from the water diversion reporting requirements under current law. Additionally, this bill appropriates existing bond funds for various activities to benefit the delta ecosystem and secure the reliability of the state's water supply, and to increase staffing at the SWRCB to manage the duties of this statute.

City

General Plan

The following General Plan Policies and Actions are applicable to the Westside Community Planning Project:

Policy 5A: Follow an approach that contributes to resource conservation.

Action 5.1: Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available.

Policy 5B: Improve services in ways that respect and even benefit the environment.

Action 5.7: Require project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to

determine if there are any system deficiencies or needed improvements for the proposed development.

Water Master Plan

The City's current Water Master Plan, finalized in March 2011, provides an evaluation of the City's water system at its current condition and through the City's planning stages. The Water Master Plan is a planning tool as capacity, supply, and required infrastructure requirements may change with development revisions and changing regulatory and environmental constraints. Recommendations for operational changes and capital improvements are based on the current analysis of water supply, distribution, and quality, and are incorporated into a 10-year capital improvement program.

Urban Water Management Plan

The Urban Water Management Plan (UWMP) is a management tool, providing a framework for action, but not functioning as a detailed project development or action. It is important that the UWMP be viewed as a long-term, general planning document, rather than as an exact blueprint for supply and demand management. Water management in California is not a matter of certainty, and planning projections may change in response to a number of factors. From this perspective, it is appropriate to look at the UWMP as a general planning framework, not a specific action plan. The City has adopted the 2010 UWMP.

4.14.1.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XVII, Utilities and Service Systems, the following significance thresholds are used to evaluate project impacts related to water.

WAT-1 Would the project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

WAT-2 Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

b. Methodology

The City's 2010 UWMP and the City's current Water Master Plan were used to analyze the potential impacts associated with water supply, storage, and distribution with implementation of the proposed project.

c. Analysis, Mitigation Measures, and Residual Impacts

Westside Community Plan Policies

The Westside Community Plan contains the following goal, policy, and action pertaining to water infrastructure and resources for future development within the planning area in Chapter 12.5, *Our Sustainable Infrastructure.*

Goal: Minimize the impacts of new development on Westside infrastructure and the Ventura River Watershed through advancing sustainable planning and design practices.

Policy 12 X: Require new development in the Westside Community to provide necessary public infrastructure to sustain anticipated development and maintain current services.

Action 12.5.4: In new development where land use changes and/or increased density occur, project proponents shall use the City's current Water and Wastewater Master Plans to determine adequate capacity, supply, fireflow, and/or infrastructure improvements.

WAT-1 Would the project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Class III, Not Significant)

Analysis

The City developed a Water Master Plan to analyze the City's existing water infrastructure and make recommendations for operational changes and capital improvements over the next 10 years. Water infrastructure consists of storage, supply, pumping capacity, transmission and distribution, hydraulics

and fire flow. Pressure zones are defined as areas of service that are supplied by a source (or combination of sources and storage) that provides a constant hydraulic gradient with boundaries determined by ground elevations and facility locations.[16]

The current City reservoir sizing criteria identifies the required regulatory storage as 175 percent of maximum day demand. The existing regulatory storage demand requirement for pressure zone 210 is 18.79 mg, or in excess of 10.56 mg. The existing regulatory storage demand requirement for pressure zone 400 is 0.94 mg, or deficient 1.80 mg.

Emergency, or fire flow storage, requirements are determined by the critical land use located within each pressure zone. Fire flow for water pressure zone 210 requires 4,500 gpm for 4 hours which would equate to 1.08 mg of required fire flow storage.[17] Pressure zone 400 requires the same fire flow guidelines as pressure zone 210.

The pump station for water pressure zone 210 is adequate because the station's nominal pumping capacity is 8,300 gpm with a maximum day demand of 3,263 gpm. The pump station for water pressure zone 400 is inadequate with a nominal pumping capacity of 960 gpm with a maximum day demand of 1,086 gpm.[18]

The City's goal is to provide customers with a minimum water pressure of 40 psi during peak hour demand conditions. The project area contains a low-pressure area near Ventura Avenue at the zone boundary between water pressure zone 210 and 400. The City's Water Master Plan determined that it was not feasible to shift the zone boundary between the 210 and 400 water pressure zones near Ventura Avenue due to the fact that the low pressure areas would experience extremely high pressures (above 120 psi) in several locations. Therefore, there are no recommended operational improvements or facility improvements proposed within this area.[19]

The City's Draft 2010 UWMP considers development projected in the City's 2005 General Plan. The General Plan projections included development within the Westside Community Planning project area. Based on projections in the City's UWMP, an adequate water supply will available to meet the City's water needs. Therefore, an adequate water supply would be available for uses within the Westside Community Planning Project area. No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects

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16 City of Ventura, *Water Master Plan*, 2011, VI-1.

17 City of Ventura, Water Master Plan, 2011, Table VII-2.

18 Ventura, Draft 2010 UWMP, Table IX-1.

19 City of Ventura, *Water Master Plan*, 2011, XI-3.

proposed within the Westside Community Planning Project Area. Implementation of the Westside Community Planning Project would be consistent with the General Plan Action 5.7 of Policy 5B, as this policy requires project proponents to conduct evaluations of the existing water distribution system to determine if there are any system deficiencies or needed improvements for proposed development.

The Westside Community Plan would require that new development proposals determine adequate capacity, supply, fireflow, and/or infrastructure improvements where land use changes and/or increased density would occur (Action 12.5.4). This action would require new development in the project area to provide necessary public infrastructure to sustain development and to maintain current development (Policy 12 X). Therefore, the proposed project would incorporate actions that are consistent with the General Plan's actions and policies.

Impacts related to the construction of new water treatment facilities or expansion of existing facilities would be less than significant with implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

WAT-2 Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Class III, Not Significant)

Analysis

The City's 2010 UWMP projects the City's water supply and water demand for normal, dry, and multiple dry years over a 30-year planning period. The projected normal year water supply from the CMWD ranges from 6,000 afy in 2015, 6,200 afy in 2025 to 7,000 afy in 2035. During multiple-dry years, supplies from the CMWD would decline to 4,960 afy during the third year of a drought. The projected supply from the Ventura River would be 4,200 afy during a normal water year.[20] The supply would decrease to

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20 City of Ventura, *t 2010 UWMP*, Chapter 6

2,000 af during the third year of a multiple dry year. The total supply and demand during a normal year for the City is projected to be 22,000 af and 20,163 af, respectively, in 2015 resulting in a potential surplus of 1,837 af. The City is projected to increase normal year water supply to 24,700 af and water demand to 20,514 af, in 2025. The potential normal year water surplus in 2025 would be 4,186 af. The City is projected to increase water supply to 25,500 af and water demand to 22,345 af, in 2035. The potential normal year water surplus in 2035 would be 3,155 af. There are present factors that restrict water production and could potentially further restrict availability for each water supply. These risks include physical resource availability, regulatory restrictions, water quality, and legal constraints.

Water demand generated by the proposed project was calculated based on the demand factors provided in the City's Water Master Plan. As shown in **Table 4.14.1-1, Proposed Project Water Demand**, the projected increase in water demand for the planning area would be approximately 697 afy.

Table 4.14.1-1
Proposed Project Water Demand

Land Use	Size	Water Rate	Average Day Demand	
			(gpd)	(afy)
Retail	100,641 sf	1.60 gpm/ac[1]	5,323	5.96
Office	163,450 sf	1.60 gpm/ac[1]	8,645	9.68
Industrial	77,000 sf	1.60 gpm/ac[1]	4,073	4.56
Residential	1,415 units	168 gpcd[2]	603,809	676.35
	Total Water Demand		**621,850**	**696.56**

Note::
sf = square foot; gpm = gallons per minute; ac = acre; gpcd = gallons per capita per day; gpd = gallons per day; afy = acre-feet per year
[1] *City of Ventura, Water Master Plan, 2011, Table III-1.*
[2] *City of Ventura, 2010 UWMP, Table 7-7*
Source: City of Ventura, Water Master Plan, 2011; City of Ventura, 2010 Urban Water Management Plan; City of Ventura, General Plan Final EIR, 2005.

As discussed above, the City is forecast to have a surplus of 1,837 af of water during a normal water year in 2015, 4,186 in 2025 and 3,155 af in 2035. The proposed project normal year water demand would account for approximately 38 percent of the 2015 surplus, approximately 17 percent of the 2025 surplus and approximately 32 percent of 2035 water surplus.

Under the third year of multiple dry year water conditions, the City is forecast to have a surplus of 290 af in 2015, a deficit of 608 af in 2025 and a deficit of 2,085 af in 2035. The growth of the planning area is forecast to reach buildout in 2025. As stated in **Section 3.0, Project Description**, the proposed project would increase projected development within the Westside Community Planning Project Area above what was projected to occur by 2025 by 150 residential dwelling units, 49,005 square feet of retail uses, and 54,450 square feet of office uses. This would result in a water demand increase of 87.3 afy over General Plan projections for 2025. The growth projections of the proposed project that exceed those anticipated for the Westside Community Planning Project area would consequently exceed the growth projections for the City through 2025. The increases in development permitted by the project would represent an increase in dwelling units of 1.77 percent, an increase in retail square feet of 3.78 percent, and an increase in office space of 4.30 percent.

The UWMP contains conservation programs and demand management measures to reduce water demand in the City's service area. Furthermore, the UWMP contains a water shortage contingency plan and emergency response plan in the event that there is a severe drought or extended water shortage. For example, if water supplies are deficient up to 10 percent of normal year supplies, then a corresponding 10 percent reduction in water demand would occur.

The UWMP is a planning document that projects water supply and demand for the City using the General Plan land use projections. Therefore, the UWMP already accounts for a majority of the water demand for the Westside Community Planning Project area. No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning Project area and Citywide. The General Plan contains Action 5.1 which requires low flow fixtures, leak repair, and drought tolerant landscaping plus emerging water conservation techniques, such as reclamation, as they become available to reduce water demand. The General Plan contains Action 5.7 which requires proposed project proponents to conduct evaluations of the existing water distribution system, pump station, and storage requirements in order to determine if there are any system deficiencies or needed improvements for the proposed development. The proposed Westside Community Plan Goal in Section 12.5, *Our Sustainable Infrastructure*, identifies the need for the conservation of resources and the sustainable planning and design practices for new development. Policy 12 X, Action 12.5.4 requires new development to use the City's current Water Master Plan to determine adequate capacity, supply, fireflow, and/or infrastructure improvements.

Impacts related to the availability of sufficient water supplies to serve the project from existing entitlements and resources would be less than significant with implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies and actions, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

The UWMP is based on population and growth estimates presented in the City's General Plan, and are therefore consistent with local planning. Additionally, the target demand projections are consistent with the City's 2011 Water Master Plan demand projections, which used a land-used based approach to estimate demands.

The UWMP projects that water supplies in 2035 to be 25,500 afy with projected water demand to be 22,345 afy, but does not make assumptions as to where development will occur, other than within the 2025 planning time horizon accounted for in the 2005 General Plan.[21]

As stated in **Section 3.0, Project Description**, the proposed project would increase projected development within the Westside Community Planning Project Area above what was projected to occur by 2025 by 150 residential dwelling units, 49,005 square feet of retail uses, and 54,450 square feet of office uses. This would result in a water demand increase of 87.3 afy over General Plan projections for 2025. The growth projections of the proposed project that exceed those anticipated for the Westside Community Planning Project area would consequently exceed the growth projections for the City through 2025. The increases in development permitted by the project would represent an increase in dwelling units of 1.77 percent, an increase in retail square feet of 3.78 percent, and an increase in office space of 4.30 percent. This increase is not considered substantial, and the impact would be less than significant.

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21 City of Ventura, *2010 UWMP*, Section 2.6.

Specific projects proposed within the Westside Community Planning Project Area would be required to undergo project-level review. Furthermore, each individual development proposals within the Westside Community Planning area and the City would be required to comply with applicable goals, policies, and actions contained in the Westside Community Plan and General Plan to assure that potential impacts are mitigated to the extent feasible. Also, the UWMP will be updated and the water supply and demand evaluated every five years. With implementation of the Westside Community Plan goal, policy, action, and applicable General Plan policies and actions, cumulative impacts would be Class III, Not Significant. Therefore, the Westside Community Planning Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be Class III, Not Significant.

4.14.2 Wastewater

4.14.2.1 INTRODUCTION

The purpose of this section is to describe wastewater conveyance and treatment facilities for the planning area. This section is based on information obtained from the City's Wastewater System Master Plan.

4.14.2.2 ENVIRONMENTAL SETTING

a. Physical setting

City

The City's wastewater system provides safe and healthy wastewater collection and treatment for nearly 10 million gallons daily of flow generated by a population of over 113,000 within the City and two satellite areas adjacent to the City. The City operates and maintains approximately 300 miles of collection system piping, 11 sewage lift stations, a tertiary treatment plant, a reclaimed water system, and a state-certified water quality laboratory.[1] The Los Angeles Regional Water Quality Control Board (Los Angeles RWQCB) monitors regulatory compliance and discharge permit limitations that impact the wastewater system.

The Ventura Water Reclamation Facility (VWRF), located in the harbor area, treats most of the wastewater for the City. This plant was originally designed with a capacity of 14 million gallons per day (mgd) and provides tertiary treatment, effluent filtration, and chlorination/de-chlorination. Average annual flows to the VWRF currently total about 9.5 mgd. The VWRF is currently permitted for 14 mgd and has a secondary treatment capacity of 1 to 12 mgd when the construction in progress is complete (December 2011). Studies are currently underway to evaluate the treatment plan effluent discharge to the Estuary. Discharge restrictions mandated by the National Pollutant Discharge Elimination System (NPDES) permit may alter the treatment plant capacity.

Project Area

The City's 2010 Wastewater System Master Plan identifies existing sewer system deficiencies, near-term deficiencies (pending projects January 2007), and ultimate horizon year (2025) deficiencies within the City. The sewer system within the project area consists of a gravity feed system ranging from 6 inches to

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1 City of Ventura, *2011-2017 Capital Improvement Plan*, January 24, 2011.

42 inches in diameter.[2] The sewer system ultimately connects to the VWRF via the Seaside Transfer Station and force main in Harbor Boulevard. The existing wastewater flow projected for the proposed Westside Community Planning Project area is approximately 1.31 mgd (calculations are provided in **Appendix 4.14.2**).

b. Regulatory Framework

Federal

Clean Water Act

The federal Clean Water Act (CWA) Section 401 regulates the discharges of pollutants into "waters of the US" from any point or non-point source.[3] Individual permits are issued for certain defined sources of discharge, while non-point source runoff from construction sites and urban development is regulated under a series of general permits. Construction that disturbs 1 acre or more is regulated under the NPDES stormwater program. In the State of California, the program is administered by the local RWQCB.

State

State Water Resources Control Board

In 2006 the State Water Resources Control Board (SWRCB) enacted Order No. 2006-0003, Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (WDR). Any public agency that owns or operates a sewer system more than 1 mile in length that conveys treated or partially treated water to a publicly owned treatment facility works to comply with the WDR in order to reduce sanitary sewer overflows. Compliance with the WDR includes reporting such overflows to the SWRCB and the development of a sewer system management plan, which describes how each agency operates, maintains, and evaluates its collection system.

Regional Water Quality Control Board

The SWRCB and the RWQCBs are the state agencies with primary responsibility for the coordination and control of water quality. In the Porter-Cologne Water Quality Control Act[4] (Porter-Cologne), the California State Legislature declared that the "state must be prepared to exercise its full power and jurisdiction to protect the quality of the waters in the state from degradation." Porter-Cologne grants the

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2 City of Ventura, *Final Downtown/Westside Sewer System Study*, 2005.

3 33 Code of Federal Regulations 404.

4 State Water Resources Control Board, "Porter Cologne Water Quality Control Act" California Water Code, Division 7. Water Quality, effective January 1, 2008.

boards authority to implement and enforce water quality laws, regulations, policies, and plans to protect the state's groundwater and surface waters.

The proposed project is located within the Los Angeles RWQCB, which sets requirements for sewage disposal from land developments. The requirements provide an explanation of the principal statutory authority and administrative procedures under which the RWQCB will fulfill its responsibilities to protect against pollution, nuisance, contamination, unreasonable degradation of water quality, and violation of water quality objectives, as each may occur from the disposal of sewage from land developments.

City

General Plan

The following General Plan policies and actions are applicable to the Westside Community Planning Project:

Policy 5B: Improve services in ways that respect and even benefit the environment.

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

Action 5.12: Apply new technologies to increase the efficiency of the wastewater treatment system.

Municipal Code

Chapter 22 of the City of Ventura Municipal Code provides regulations for sewer service, including sewer connection permits[5] and fees, including fees for new connections to the sewer system.[6] Such fees are established by City Council resolution.

Wastewater System Master Plan

Building on the shared vision for a well-planned community, the City has developed a Wastewater Master Plan to identify current and future wastewater infrastructure needs for the collection and treatment of its wastewater. The 2010 Wastewater Master Plan addresses the City's infrastructure needs

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5 City of Ventura, Municipal Code, Chapter 22.210.

6 City of Ventura, Municipal Code, Chapter 22.215.

to support the existing community and the anticipated revitalization and redevelopment efforts.[7] **Figure 4.14.2-1** identifies improvements proposed within the Westside Community Planning Project. This figure does not include the area of any downstream proposed improvements. Collection infrastructure projects were identified for existing conditions, near-term development (pending projects January 2007), and General Plan horizon year (2025) conditions. The projects were then prioritized. However, the exact timing of these recommended projects is dependent upon the level of actual development in the City and the Capital Improvement Plan Priorities listed in the City's CIP Plan.

4.14.2.3 IMPACT ANALYSIS

a. Thresholds of Significance

Based upon Appendix G of the *State CEQA Guidelines* under Section XVII, Utilities and Service Systems, the following significance thresholds are used to evaluate project impacts related to wastewater.

WW-1 Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

WW-2 Would the project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

WW-3 Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

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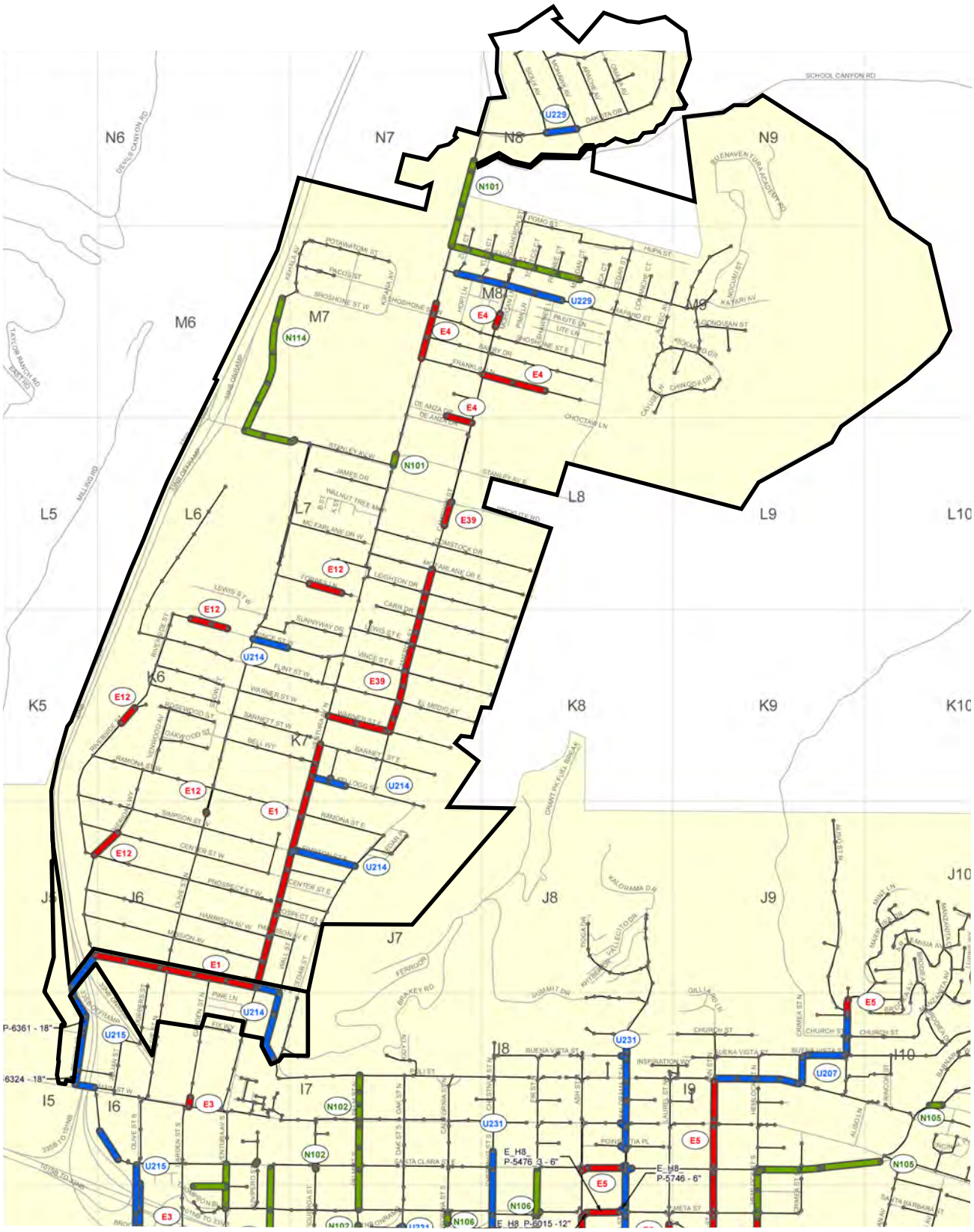
7 City of Ventura, 2010 *Wastewater System Master Plan*



3000 1500 0 3000

APPROXIMATE SCALE IN FEET

SOURCE: Kennedy/Jenks Consultants – December 2010

FIGURE **4.14.2-1**

Wastewater Collection System Improvement Recommendations

145-017•10/11

b. Methodology

The following analysis was based on the City's 2010 Wastewater System Master Plan, the 2005 Final Downtown/Westside Sewer System Study, and the 2005 General Plan Final EIR. The proposed project wastewater demand was based on a return to sewer ratio. The return to sewer ratio is based on the land use category and is a percentage of the projected water demand (i.e., 69 percent for residential land uses).

c. Analysis, Mitigation Measures, and Residual Impacts

Westside Community Plan Policies

The Westside Community Plan contains the following goal, policy, and action pertaining to wastewater infrastructure for future development within the planning area in Chapter 12.5, Our Sustainable Infrastructure.

Goal: Minimize the impacts of new development on Westside infrastructure and the Ventura River Watershed through advancing sustainable planning and design practices.

Policy 12 X: Require new development in the Westside Community to provide necessary public infrastructure to sustain anticipated development and maintain current services.

Action 12.5.4: In new development where land use changes and/or increased density occurs, project proponents shall use the City's current Water and Wastewater Master Plans to determine adequate capacity, supply, fireflow, and/or infrastructure improvements.

WW-1 Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Class III, Not Significant)

Analysis

The VWRF is responsible for disposal of the treated wastewater. The Los Angeles RWQCB regulates the treatment of wastewater at treatment plants and the discharge of the treated wastewater into receiving waters. The VWRF is responsible for adhering to RWQCB regulations as they apply to wastewater generated by the proposed project. The VWRF has been designed to treat typical wastewater flows from different land uses in the City of Ventura. The proposed project would generate wastewater flows typical of the uses currently operating in the Westside Community Planning Project Area. Also, the proposed

project does not propose the development of industrial uses beyond those already envisioned in the General Plan. Therefore, the proposed project is not expected to exceed any wastewater treatment requirements of the RWQCB. Therefore, impacts related to treatment requirements of the VWRF would be less than significant, and no mitigation measures are necessary. Impacts would be Class III, Not Significant.

Impacts related to the wastewater treatment requirements of the RWQCB would be less than significant with implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

WW-2 Would the project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Class III, Not Significant)

Analysis

The proposed project is located in the western portion of the City of Ventura. The area is predominantly built out.

The City's Wastewater Master Plan designates that the sewer system along Mission Avenue between Ventura Avenue and Sheridan Way as a priority area for infrastructure improvements, as well as a short segment along Ventura Avenue at the School Canyon Road intersection. The area along Cameron Street between Stanley Avenue and Franklin Lane is considered a problem area due to the intrusion of roots. In addition, the area along Dakota Drive between Delaware Drive and Ventura Avenue is considered a problem area due to root intrusion.[8]

Furthermore, the City's Wastewater System Master Plan identifies near term and future buildout deficiencies in addition to existing condition deficiencies. In this way, the City plans to address the

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8 City of Ventura, *2010Wastewater Master Plan*, Figure 5-3a.

additional sewer demands of potential future development in areas that may already have deficient infrastructure and proactively identify improvements.

The City's General Plan identifies policies and actions that would be applicable to the Westside Community Plan. Action 5.6 of the General Plan requires that project proponents conduct sewer collection system analyses to determine if downstream facilities are adequate to handle the proposed development. The Westside Community Plan includes Action 12.5.4, which requires that project proponents, where increased density occurs, use the current Wastewater System Master Plan to determine the adequacy of capacity and/or infrastructure improvements. This action would be consistent with General Plan Action 5.6 in that new development would be required to conduct an analysis of the capacity of the downstream sewer collection system.

Implementation of the proposed project's policies and actions, which are consistent with the General Plan, and adherence to applicable General Plan policies, would result in a less than significant impact to sewer facilities.

Impacts related to the construction of new water treatment facilities or expansion of existing facilities would be less than significant with implementation of the policies and actions contained in the Westside Community Plan and applicable General Plan policies, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

WW-3 Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Class III, Not Significant)

Analysis

The VWRF is a permitted tertiary treatment plant with a 14 mgd capacity and treats the wastewater generated in the planning area. The planning area's existing wastewater flows are projected at 1.31 mgd

as shown in **Table 4.14.2-1, Proposed Project Wastewater Calculations** (calculations are provided in **Appendix 4.14.2**).

Table 4.14.2-1
Proposed Project Wastewater Calculations

Land Use	Water Demand (gpd)[1]	Water return to Sewer Ratio[2]	Wastewater Flow (gpd)
Retail	5,323	0.80	4,259
Office	8,645	0.80	6,916
Industrial	4,073	0.80	3,258
Residential	603,809	0.69	416,628
Project Total	621,850		431,061
Existing Demand (see **Appendix 4.14.2**)			1,307,797
Existing Plus Project Total			**1,738,858**

Note:
[1] The water demand was calculated in Table 4.14.1-1 above.
[2] The water return to sewer ratio for a given land use category is defined as the percentage of water demand that is returned to the sanitary sewer system for that land use category.
gpd = gallons per day
Source: City of Ventura, Wastewater System Master Plan, 2010, Table 2-3.

The proposed project would have a development potential of approximately 1,415 residential dwelling units, 100,641 square feet (sf) of retail, 163,450 sf of office, and 77,000 sf of industrial space. The projected increase in wastewater flows for the project area would be approximately 0.43 mgd, which represents an increase of approximately 25 percent over existing conditions. The projected average annual dry weather flow to the VWRF at the 2025 General Plan planning horizon would be 13 mgd. When the proposed project's wastewater flow projections are added to the projected average annual flow in 2025 of 13 mgd; the total wastewater flow to the VWRF would be 13.43 mgd. This conservative analysis indicates the wastewater flow generated by the proposed project would remain below the currently permitted treatment capacity of 14 mgd. Therefore, the proposed project would not exceed the anticipated treatment capacity of the VWRF.

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. All new development projects within the project area would connect to the existing wastewater system that transports wastewater effluent to the VWRF. The General Plan contains Action 5.12 which would apply new technologies to increase the efficiency of the wastewater treatment system. The Westside Community Plan contains Action 12.5.4, which requires that new

development where there are changes to land use and/or increased density occur, project proponents shall use the City's current Wastewater Master Plan to determine adequate capacity, and/or infrastructure improvements. The Westside Community Plan would be consistent with the General Plan in that it would promote the conservation of resources and contains policies to improve the project area and downstream sewer system as required with each new development project.

Additionally, future water conservation measures implemented by these new developments as well as ongoing measures by existing customers could reduce per capita water use inside the home, thus generating less sewage and providing adequate wastewater capacity. With the application of the Westside Community Plan, which is consistent with the General Plan, and applicable General Plan policies, impacts would be less than significant regarding the treatment capacity requirements of the VWRF and infrastructure capacity in the collection system.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

The VWRF is a permitted tertiary treatment plant with a current permitted 14 mgd capacity and treats the wastewater generated in the planning area. The City's 2010 Wastewater System Master Plan projects that development under the City's 2005 General Plan would result in 13 mgd of average annual dry weather flow. The City's existing flows total 9.5 mgd. This leaves approximately 3.5 mgd of potential excess wastewater capacity. The City's 2010 Wastewater System Master Plan utilizes the General Plan land use projections to determine ultimate built out wastewater flow demand and subsequently, any existing, near-term (pending projects January 2007), or future deficiencies in the system. Therefore, the majority of the projected growth within the Westside Community Planning Area has already been accounted for in the City's Wastewater System Master Plan.

The project area is mostly built out. All new development projects would connect to the existing wastewater system that transports wastewater effluent to the VWRF. The proposed project would exceed the General Plan projections by 150 residential dwelling units and approximately 49,005 square feet of retail uses, and 54,450 square feet of office uses. The growth projections of the project that exceed those anticipated for the Westside Community Planning area would consequently exceed the growth

projections for the City through 2025. The increases in development permitted by the project would represent an increase in dwelling units of 1.77 percent, an increase in retail square feet of 3.78 percent, and an increase in office space of 4.30 percent. These increases are not substantial, and cumulative impacts would be less than significant.

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. Furthermore, more individual development proposals within the Westside Community Planning area would be required to comply with applicable goals, policies, and actions contained in the Westside Community Plan and General Plan to ensure that potential impacts are mitigated.

With implementation of the Westside Community Plan goal, policy, and action, and applicable General Plan policies and actions, cumulative impacts would be Class III, Not Significant. Therefore, the Westside Community Planning Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be Class III, Not Significant.

4.14.3 Energy Conservation

4.14.3.1 INTRODUCTION

The purpose of this section is to determine potential impacts to electrical and natural gas facilities within the Westside Community Planning Project Area.

4.14.3.2 ENVIRONMENTAL SETTING

a. Electricity

Southern California Edison (SCE) is the primary provider of electric service to the Westside Community Planning Area. The service area for SCE is 50,000 square miles and includes 180 cities and communities and 14 million people in central, coastal, and Southern California.[1]

According to the CEC, SCE is projected to deliver approximately 100,907 gigawatt-hours (GWh) to its customers during 2011.[2] By 2022, SCE's demand is expected to increase to approximately 117,548 GWh, and SCE is prepared to meet this demand.[3]

Electrical infrastructure, including substations and transmission lines serving the electrical infrastructure is expanded in accordance with SCE's projected development demands.[4]

b. Natural Gas

Natural gas service to the City's Westside Community Planning Area is provided by the Southern California Gas Company (SCGC). SCGC operates numerous natural gas pipelines in the City's Westside Community Planning Area.

With regards to the SCGC service area, gas demand for all market sectors is expected to grow at an annual average rate of just 0.0212 percent from 2010 to 2030.[5] In comparison, the 2008 California Gas

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1 Southern California Edison, "Company Overview," http://www.sce.com/AboutSCE/CompanyOverview/default.htm. 2011.

2 California Energy Commission, California Energy Demand 2010-2020 Commission Adopted Forecast. Publication #CEC-200-2009-012-CMF. December 2009.

3 California Energy Commission, Preliminary California Energy Demand Forecast 2021-2022. Draft Staff Report. Publication #CEC-200-2011-011-SD. August 2011. Table 3-1.

4 CPUC, "Rules July 2007," http://docs.cpuc.ca.gov/published/RULES_PRAC_PROC/70731.htm#P323_46666. Rule 3.1. 2008.

5 California Gas and Electric Utilities, *2010 California Gas Report*, 66.

Report projected an annual growth rate of 0.15 percent from 2006 to 2025. According to the 2010 California Gas Report, the "difference between the two forecasts is caused by the slump in the housing market for the next few years, a reduced employment forecast, and aggressive energy efficiency savings goals."

SCGC is the sole supplier of natural gas to the Westside Community Planning Area, and will continue to expand its distribution facilities and gas lines as development occurs in the area. According to the CEC, SCGC provided approximately 295 billion cubic feet (bcf) of natural gas to its customers in 2009.[6] By 2030, annual natural gas deliveries to SCGC customers are expected to increase to approximately 283 bcf per year and SCGC is prepared to meet this demand.[7]

c. Regulatory Framework

State

California Building Energy Efficiency Standards

Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards, were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. After adoption of the California Energy Security and Reliability Act of 2000 (AB 970), the CEC produced changes to the Building Energy Efficiency Standards. In November 2003, the CEC adopted these updated standards. The California Building Standards Commission adopted the 2008 changes in December 2008 and the updated standards took effect on January 1, 2010.

California Public Utilities Commission

The Public Utilities Commission (PUC) regulates privately owned telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises. Five commissioners are appointed by the Governor and confirmed by the State Senate. Among the PUC's stated goals for energy regulation are to establish service standards and safety rules, authorize utility rate changes, oversee markets to inhibit anti-competitive activity, prosecute unlawful utility marketing and billing activities, govern business relationships between utilities and their affiliates, resolve complaints by customers against utilities, implement energy-efficiency and conservation

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6 California Gas and Electric Utilities, *2010 California Gas Report*, 67.

7 California Gas and Electric Utilities, *2010 California Gas Report*, 67.

programs and programs for the low-income and disabled, oversee the merger and restructure of utility corporations, and enforce CEQA for utility construction.

City

Municipal Code

Section 12.115.010 of the City of Ventura Municipal Code adopts by reference the California Code of Regulations, Title 24, Parts 2 and 2.5 as published by the California Building Standards Commission as further described and includes the following:

- 2010 California Building Code (California Code of Regulations Title 24, Part 2) based on the 2008 International Building Code as prepared by the International Code Council, and as amended by the State of California;
- 2010 California Residential Building Code (California Code of Regulations Title 24, Part 2.5);

Such code shall include those sections requiring enforcement by the local building department, and as further amended by the City with provisions intended to address local climatic, geologic, and topographic conditions, as permitted by state law.

The City of Ventura Building Code became effective for new building permit applications received by the City on or after December 2010.

Energy Conservation/Renewable Energy Programs

The City has implemented additional programs to conserve energy and enhance the use of renewable energy sources.[8] These include:

- Use solar panels at the City Maintenance Yard to produce 45 percent of its electricity needs (about 180,000 kilowatt-hours per year – the amount used by 30 homes).
- Reduce City electricity use by 2.8 million kilowatt hours each year through energy efficiency measures at City facilities.
- Produce over 2 million kilowatt-hours of electricity annually by renewable waste gas co-generation, which meets 20 percent of the Water Reclamation Facility's energy use.
- Save 400,000 kilowatt-hours by switching 500 streetlights to LEDs.

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8 City of Ventura, Sustainable Ventura <http://sustainableventura.wordpress.com/2011/10/07/sustainable-ventura/>

4.14.3.3 IMPACT ANALYSIS

a. Thresholds of Significance

Appendix G of the *State CEQA Guidelines* does not contain checklist questions addressing energy impacts. Appendix F, Energy Conservation, requires only that "EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy." Appendix F suggests that environmental impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.

3. The effects of the project on peak and base period demands for electricity and other forms of energy.

4. The degree to which the project complies with existing energy standards.

5. The effects of the project on energy resources.

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Based on the suggested determination of impacts contained in Appendix F of the *State CEQA Guidelines*, the following significance thresholds are used to evaluate project impacts related to energy.

ENG-1 Would the project require new (off-site) energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities?

ENG-2 Would the project require needed infrastructure not anticipated by adopted plans?

ENG-3 Would project design and/or operation incorporate energy conservation measures?

b. Methodology

The following analysis conducted for electricity and natural gas impacts utilized PUC documents that project electricity and natural gas demand for California for the next 10 years.

c. Analysis, Mitigation Measures, and Residual Impacts

Westside Community Plan Development Code

One of the purposes of the Westside Community Development Code is to ensure that proposed development and new land uses conserve energy and natural resources. To facilitate this goal, the Westside Community Development Code would permit the development of a distribution generation facility within the Westside Community Plan Area. The facility would be a small or mid-scale energy generation facility. The term distribution generation facility is broad and encompasses advanced combustion technologies such as micro turbines, reciprocating engines and fuel cells, as well as non-combustion options like photovoltaic cells and wind turbines. Types of energy sources may include, but are not limited to, petroleum, methane, ethanol, thermal, wind, solar, hydro, and other possible non-radioactive sources.

Westside Redevelopment Project

Building standards within the Westside Redevelopment Area, including the area just south of and outside the boundary of the Westside Community Plan Area, will be the same as those for the City of Ventura as a whole. Building standards will be required to conform to the General Plan and zoning ordinance as currently adopted or amended from time to time, as well as other applicable codes and ordinances. In addition to the General Plan, zoning ordinances, and other state and local guidelines, building standards for the proposed Redevelopment Area will be regulated by the Westside Community Plan.

ENG-1 Would the project require new (off-site) energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities? (Class III, Not Significant)

Analysis

As shown in **Table 4.14.3-1, Proposed Project Electrical Demand,** the electricity consumption for the proposed Westside Community Planning Project would be 12.25 GWh per year. SCE is projected to deliver approximately 117,548 GWh per year by 2022. Development within the Westside Community Planning area would consume approximately 0.01 percent of total electricity SCE would deliver in 2022.

Table 4.14.3-1
Proposed Project Electrical Demand

Land Use	Size	Usage rate (kW-hr/sf/yr)[1]	Electrical Demand (kW-hr/yr)	Electrical Demand (GW-hr/yr)
Retail	100,641 sf	13.55	1,363,686	1.36
Office	163,450 sf	12.95	2,116,678	2.12
Industrial	77,000 sf	10.50	808,500	0.81
Residential	1,415 du	5,626.5	7,961,498	7.96
Total			**12,250,361**	**12.25**

Note:
[1] *Usage rates utilized from the 1993 South Coast Air Quality Management District, CEQA Air Quality Handbook, Table A9-11-A.*
kW-hr/sf/yr = kilowatt-hour per square foot per year; GW-hr/yr = gigawatt-hour per year
du = dwelling units; sf = square foot;

As shown in **Table 4.14.3-2, Proposed Project Natural Gas Demand,** the natural gas consumption is projected to be approximately 77.4 million cubic feet (mcf) for the proposed project. The natural gas demand for the SCGC service area for 2009 was 295 bcf and is projected to be 283 bcf by 2030. The proposed project would demand a less than 1 percent increase (0.03 percent) of the projected natural gas supplied by SCGC.

Table 4.14.3-2
Proposed Project Natural Gas Demand

Land Use	Size	Usage rate (cf/sf/mnth)[1]	Demand (cf/mnth)	Demand (mcf/yr)
Retail	100,641 sf	2.90	291,859	3.50
Office	163,450 sf	2.00	326,900	3.92
Industrial	77,000 sf	2.00	154,000	1.85
Residential	1,415 du	4,011.5	5,676,273	68.12
Total			**6,449,031**	**77.39**

Note:
[1] *Usage rates utilized from the 1993 South Coast Air Quality Management District, CEQA Air Quality Handbook, Table A9-12-A.*
Cf/sf/mnth = cubic feet per square foot per month; mcf/yr = million cubic feet per year
du = dwelling units; sf = square foot;

In accordance with California Energy Code Title 24, the new development within the Westside Community Planning area would be required to meet minimum energy-efficiency standards as identified in Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards (Section 12.115.010 of the Municipal Code) which provides energy conservation standards for

all new and renovated commercial and residential buildings constructed in California. This includes water, space heating, and cooling equipment; insulation for doors, pipes, walls, and ceilings; and appliances, to name a few. The Westside Community Plan encourages the use of alternate forms of transportation by designing streets for the automobile as well as the pedestrian and bicyclist. (Refer to **Section 4.13, Transportation and Circulation**, for more information.)

No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. The City will review all development proposals prior to the approval of development plans to guarantee that sufficient energy resources and facilities are available to supply adequate energy to each proposed development project and associated uses. During the environmental review process for individual development proposals, SCE and SCGC would be contacted to determine potential impacts related to supply and infrastructure within the Westside Community Planning Area. Detailed final plans are required to be submitted to SCE and SCGC to ensure that project improvements do not conflict with existing facilities.

Impacts related to any requirement for new (off-site) energy supply facilities and distribution infrastructure, or capacity-enhancing alterations to existing facilities would be less than significant with implementation of energy conservation measures and adherence to the requirements of SCE and SCGC. Furthermore, the adoption of the Westside Community Plan, which is consistent with the General Plan, and any applicable General Plan policies, would result in less than significant impacts to energy infrastructure, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation measures are required.

Residual Impacts

Class III, Not Significant.

ENG-2 Would the project require needed infrastructure not anticipated by adopted plans? (Class III, Not Significant)

Analysis

SCE and SCGC have adequate capacity to meet future demand and have anticipated the development of new facilities within their service areas, including planned development in the City of Ventura. No

specific development projects are proposed at this time and analyzed at the project level in this program EIR. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. Each project will be required to adhere to applicable energy conservation measures. The City will review all development proposals prior to the approval of development plans to guarantee that sufficient energy resources and facilities are available to supply adequate energy to each proposed development project and associated uses. During the environmental review process for individual development proposals, SCE and SCGC would be contacted to determine potential impacts related to supply and infrastructure within the Westside Community Planning Area. Detailed final plans are required to be submitted to SCE and SCGC to ensure that project improvements do not conflict with existing facilities.

Impacts related to any requirement for needed infrastructure not anticipated by adopted plans would be less than significant with implementation of energy conservation measures and adherence to the requirements of SCE and SCGC. Furthermore, the adoption of the Westside Community Plan, which is consistent with the General Plan, and any applicable General Plan policies, would result in less than significant impacts to energy infrastructure, and no mitigation measures are required. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

ENG-3 Would project design and/or operation incorporate energy conservation measures? (Class III, Not Significant)

Analysis

New development or redevelopment would be subject to Title 24, Part 6 of the California Code of Regulations, known as the Building Energy Efficiency Standards, which provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The Westside Community Plan encourages the use of alternate forms of transportation by designing streets for the automobile as well as the pedestrian and bicyclist. (Refer to Section **4.13, Transportation and Circulation**, for more information.) As a result, impacts would be less than significant as new

development or redevelopment would be required to incorporate energy conservation standards. Impacts would be Class III, Not Significant.

Mitigation Measures

No mitigation is required.

Residual Impacts

Class III, Not Significant.

d. Cumulative Impacts

As stated in **Section 3.0, Project Description**, the proposed project would increase projected development within the Westside Community Planning Area above what was projected to occur by 2025 by 150 residential dwelling units, 49,005 square feet of retail uses, and 54,450 square feet of office uses. The growth projections of the project that exceed those anticipated for the Westside Community Planning area would consequently exceed the growth projections for the City through 2025. The increases in development permitted by the project would represent an increase in dwelling units of 1.77 percent, an increase in retail square feet of 3.78 percent), and an increase in office space of 4.30 percent. This increase is not considered substantial, and the impact would be less than significant.

SCE and SCGC have adequate capacity to meet future demand and have anticipated the development of new facilities within their service areas, including planned development in the City of Ventura. No specific development projects are proposed or analyzed at the project level in this program EIR at this time. Project-level review will be required for individual projects proposed within the Westside Community Planning Project Area. Furthermore, individual development proposals within the Westside Community Planning area and the City would be required to adhere to required energy conservation measures and SCE and SCGC would be contacted to determine potential impacts within the Westside Community Planning Area. Detailed final plans are required to be submitted to SCE and SCGC to ensure that project improvements do not conflict with existing facilities.

Cumulative impacts would be Class III, Not Significant. Therefore, the Westside Community Planning Project's contribution to cumulative impacts would not be cumulatively considerable, and cumulative impacts would be Class III, Not Significant.

5.0 ALTERNATIVES

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an environmental impact report (EIR) describe a range of reasonable alternatives to a proposed project, or its location, that could feasibly avoid or lessen any significant environmental impacts identified while substantially attaining the basic objectives of the project. Comparative analysis of these impacts is required. This section describes potential alternatives to the proposed project and evaluates them, as required by CEQA. Key provisions of the State CEQA Guidelines[1] *pertaining to this alternatives analysis are summarized below:*

- *The discussion of alternatives is to focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.*
- *The No Project Alternative is required to be evaluated along with its impact. The no project analysis is required to discuss the existing conditions at the time the notice of preparation is published. Additionally, the analysis shall discuss what would be reasonably expected to occur in the near future if the project were not approved, based on current plans and consistent with available infrastructure and community services.*
- *The range of alternatives required in an EIR is governed by a "rule of reason"; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives should be limited to ones that would avoid or substantially lessen any of the significant effects of the project.*
- *For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in an EIR.*
- *An EIR need not consider an alternative whose effects cannot be reasonably determined and whose implementation is remote and speculative.*

The range of feasible alternatives is selected and discussed in a manner that fosters meaningful public participation and informed decision-making. Among the factors that may be taken into account when considering the feasibility of alternatives are environmental impacts; site suitability; economic viability; availability of infrastructure; general plan consistency; regulatory limitations; and jurisdictional boundaries.[2]

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1 California Code of Regulations, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Section 15126.6.

2 California Code of Regulations, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Section 15126.6(f)(1).

5.2 PROJECT OBJECTIVES

The Westside Community Plan contains Goals, Policies, and Actions to guide development within the Westside Community Plan area. There are nine goals in Westside Community Plan included to implement the City's General Plan within the Westside Community. These nine goals are listed below according to the chapter within which they are included.

12.1 Our Natural Community

Goal: Support the native ecology, endangered species, and opportunities for recreational uses in and along the Ventura River.

12.2 Our Prosperous Community

Goal: Increase local shopping opportunities, diversify the local economy, and create job opportunities in the Westside areas.

Goal: Provide for a variety of Westside Community workforce and transitional housing opportunities.

Goal: Encourage diverse and equitable neighborhoods that provide housing options for the full range of incomes, physical abilities, and ages.

12.3 Our Well-Planned Community

Goal: Encourage Traditional Neighborhood Design in existing and new Westside neighborhoods.

Goal: Enhance Ventura Avenue with plazas and green spaces that can accommodate gathering areas, trees, and public art.

Goal: Emphasize Neighborhood Preservation by valuing existing residential, industrial, and artistic characteristics of the Westside community.

12.4 Our Accessible Community

Goal: Encourage various modes of travel by providing infrastructure for buses, bikes and pedestrians as well as cars and improved connections from the Ventura River Trail to neighborhoods to the hillsides.

Goal: Improve parking along Ventura Avenue for commercial business customers.

12.5 Our Sustainable Infrastructure

Goal: Minimize the impacts of new development on Westside infrastructure and the Ventura River Watershed through advancing sustainable planning and design practices.

12.6 Our Active Community

Goal: Create new public plazas and green spaces along Ventura Avenue and increase passive and active recreational opportunities at Westpark, Harry A. Lyon Park, and along the Ventura River Trail and Brock Linear Park.

12.7 Our Healthy and Safe Community

Goal: Reduce threats to public health and safety throughout the Westside Community through regulation of hazardous conditions and enhanced public safety services and facilities.

12.8 Our Educated Community

Goal: Provide learning opportunities for adults and children through community partnerships.

12.9 Our Creative Community

Goal: Protect the cultural heritage, with particular attention to the Latino influence on the Westside and promote creativity and civic art in the Westside community to improve the quality of the built environment and animate the public realm.

The Westside Community Planning Project includes the Westside Redevelopment Area Plan. The proposed Redevelopment Plan for the Westside Redevelopment Area Project details the activities proposed to be undertaken to eliminate blight and revitalize the Redevelopment Area.

The Westside Redevelopment Area Plan is proposed for inclusion in the City's redevelopment program to meet the following goals:

- to eliminate the existing conditions of blight;
- to complete capital improvements to upgrade and improve public infrastructure;
- to provide for economic revitalization of commercial and industrial enterprises; and
- to increase, improve, and preserve the area's supply of affordable housing.

5.3 SELECTION OF ALTERNATIVES

An EIR is required to briefly describe the rationale for selection and rejection of alternatives considered. The lead agency may make an initial determination as to which alternatives are feasible—and therefore merit in-depth consideration—and which are infeasible. As identified in **Section 4.0, Environmental Impact Analysis**, of this Draft EIR, after implementation of required mitigation measures, no significant and unavoidable impacts would result from implementation of the proposed project.

The Westside Community Planning Project is proposed to implement the 2005 Ventura General Plan. As called for by the *State CEQA Guidelines*, the achievement of project objectives must be balanced by the ability of a project alternative to reduce the significant impacts of a project. In some instances, while the project may result in impacts at levels determined to be less than significant after mitigation, an alternative may reduce such less than significant impacts even further.

In response to community comment, the following alternatives to the Westside Community Planning Project as proposed have been identified to evaluate varying levels of implementation of the 2005 General Plan policy direction for Westside Community. Each alternative presents a variation on the degree of land use regulation that would be applied to the Westside Community to implement the 2005 Ventura General Plan. The three alternatives to the proposed project selected for consideration in this Draft EIR are:

- Alternative 1: No Project - Existing General Plan and Zoning
- Alternative 2: Corridor/Key Sites
- Alternative 3: Reduced Neighborhood Coding

State CEQA Guidelines Section 15126.6(c) states: "The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination."

The Westside Community Planning Project is proposed to implement the 2005 Ventura General Plan for the existing Westside neighborhoods and districts. For this reason, consideration of an alternative site for this project is not appropriate, as the basic project of implementing the 2005 General Plan in the Westside Community could not be met.

5.4 ENVIRONMENTAL ANALYSIS OF ALTERNATIVES

a. Alternative 1: No Project - Existing General Plan and Zoning

Description of Alternative

The *State CEQA Guidelines* require that the EIR include evaluation of a no project alternative along with its impact.[3] The following specific guidance on the no project alternative for a project such as the Westside Community Planning Project is provided:

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[3] California Code of Regulations, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Section 15126.6(e)(1).

> *When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.*[4]

Under the No Project/Existing General Plan and Zoning Alternative, the existing general plan land use designations and zoning would remain the same as the proposed Westside Community Plan and Development Code would not be adopted. Additionally, with this alternative, the Westside Redevelopment Area Project would also not be adopted. Therefore, all existing land use and development standards would remain in effect.

The City's General Plan Land Use Map currently designates the proposed project area with a variety of land use designations. These include Neighborhood Low, Neighborhood Medium, Neighborhood High, Commerce, Industry, Public and Institutional, Parks and Open Space, and Specific Plan. **Figure 3.0-3, Existing General Plan Land Use Designations,** shows the current General Plan Land Use Designations for the Westside Community and adjacent areas. **Table 3.0-2, Project Site and Surrounding Land Use Designations**, provides a more detailed description of each of these Land Use designations. **Figure 5.0-1** shows the existing zoning designations for the Westside Community Planning Project area that would remain in effect.

R-1 –Single-Family: Residential zone for predominantly single-family homes and mobile homes, as well as second units. Building and other structures shall not exceed two and a half stories nor 30 feet in height.

R-2 – Two-Family: Residential zone permits residential single-family and two-family homes as well as mobile homes and condominiums. Buildings and other structures shall not exceed two and a half stories nor 30 feet in height.

R-3 – Multiple Family: Residential zone permits large multi-family, as well as single-family, two-family mobile homes and condominium homes. Buildings and other structures shall not exceed three stories nor 45 feet in height.

RPD: Residential Planned Development: Residential zone permits large multi-family, as well as single-family, two-family, mobile homes and condominium homes. Buildings and other structures shall not exceed 30 feet in height. The average number of units per acres shall not exceed 30 units per gross acre.

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4 California Code of Regulations, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Section 15126.6(e)(3)(A).

MHP: Mobile Home Park: Residential zone permits mobile homes and mobile home parks. Structures shall not exceed two and a half stories or 30 feet in height.

Mixed Use: Mixed-used zone that permits general commercial as well as all residential types. Buildings and structures shall not exceed six stories nor 75 feet in height.

C-1: Limited Commercial: Commercial zone permits general commercial uses as wells as all residential types. Buildings and structures shall not exceed three stories nor 45 feet in height.

CPD: Commercial Planned Development: Commercial zone that permits General commercial uses. Buildings and structures shall not exceed six stories nor 75 feet in height.

Hospital: Hospital zone that permits medical services uses and ancillary support uses. Buildings and structures shall not exceed three stories nor 45 feet in height.

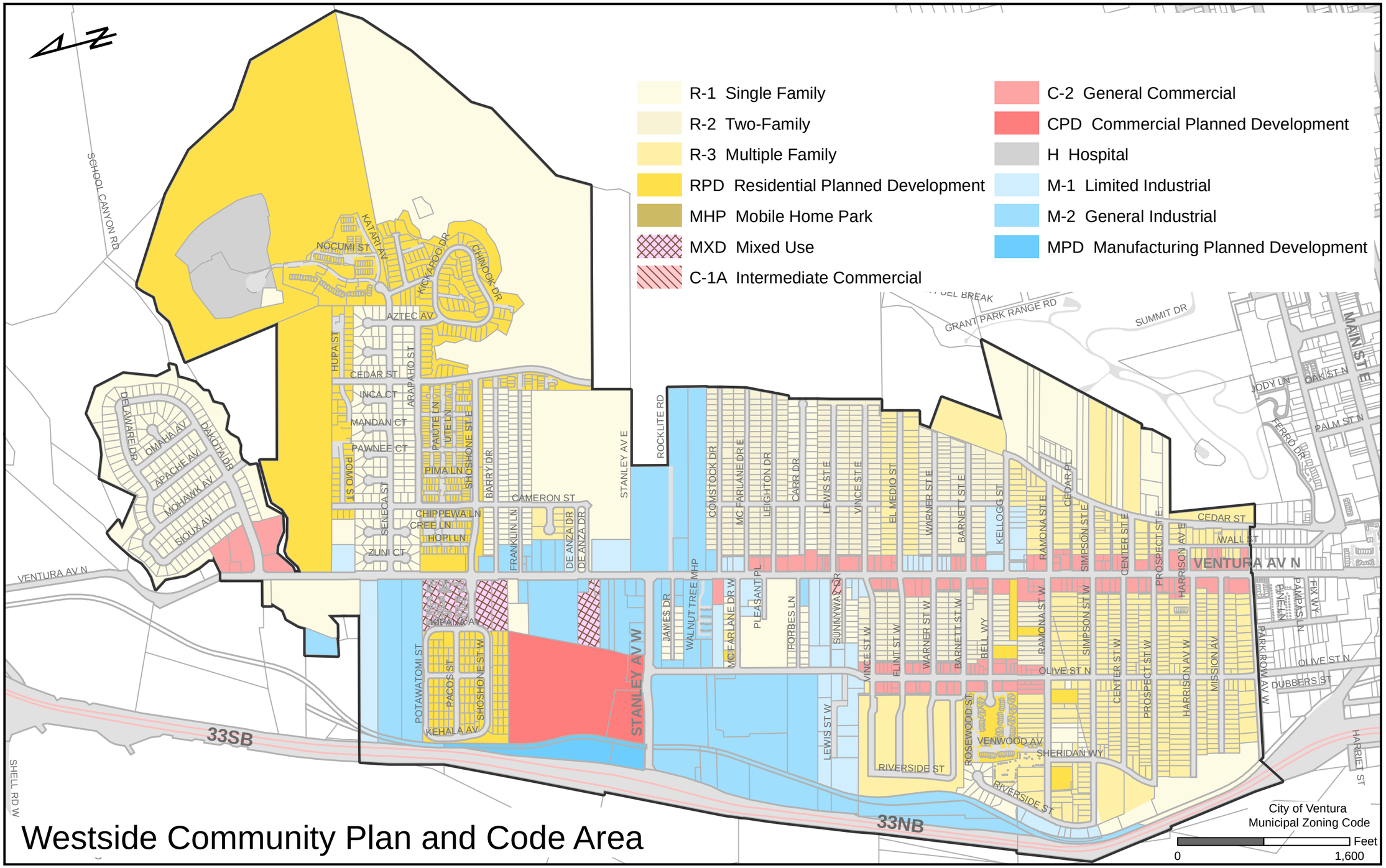
M-1 Limited Industrial: Industrial zone that permits light industrial uses. Buildings and structures shall not exceed three stories nor 45 feet in height.

M-2 General Industrial: Industrial zone that permits general industrial uses. Buildings and structures shall not exceed six stories nor 75 feet in height.

MPD Manufacturing Planned Development: Industrial zone that permits general industrial uses. Buildings and structures shall not exceed six stories nor 75 feet in height.

As presented below in **Table 5.0-1, Westside Community Planning Area Existing (2011) Development and 2025 Development Projections**[5]**,** based on the current General Plan and zoning designations for the Westside Community Planning Project area, the amount of additional development project anticipated by 2025 is 1,265 residential units, 51,636 square feet of retail commercial development, 109,000 square feet of office development, and 77,000 square feet of industrial development. The development projections for the proposed project estimate that the land use designations in the Westside Community Plan and the zoning designations in the Westside Development Code would result in a slightly greater amount of growth by 2025. Specifically, it is projected that 150 additional residential units, 49,005 square feet of retail commercial development, and 54,450 square feet of office development would be developed by 2025 with the proposed project.

5 This table contains the same information presented in **Table 3.0-6** in **Section 3.0, Project Description**.



SOURCE: City of Ventura – December 2011

FIGURE **5.0-1**

Alternative 1 – No Project Alternative

0145-017•12/11

Table 5.0-1
Westside Community Planning Area
Existing (2011) Development and 2025 Development Projections

Use	Community Planning Area Existing (2011) Development	Community Planning Area General Plan Projections (2025)	Community Planning Area Development Projected by Project (2025)	Community Planning Area Increase Over General Plan Projections (2025)
Residential	4,184 du	1,265 du	1,415 du	150 du
Retail	298,181 sq ft	51,636 sq ft	100,641 sq ft	49,005 sq ft
Office	8,332 sq ft	109,000 sq ft	163,450 sq ft	54,450 sq ft
Industrial	1,056,977 sq ft	77,000 sq ft	77,000 sq ft	0
Civic/Religious/Institutional/Educational	422,658 sq ft	n/a	No change	No change

Source: City of Ventura, Community Development Department
Notes: du - dwelling units; sq ft = square feet

Evaluation of Impacts

The Westside Development Code provides standards for future development for the proposed new land use designations in the Westside Community Plan. The development code would establish a new set of transect, overlay, and optional zones, as well as select special districts, for the Westside Community Plan Area. For each zone, the development code includes standards for frontage, building types, streetscapes, mixed development, signage, and parks and open space. These design standards address items not addressed by the City's current zoning, and provide guidelines for future development that is both more flexible in terms of types of uses and structures and more detailed in terms of the design requirements for future development. These design standards are proposed to improve the aesthetic value and urban form of the Westside community.

The anticipated improvement in the aesthetic and visual character, and urban form of the Westside Community Plan Area would not occur with Alternative 1, as the proposed new standards would not be adopted. The proposed Redevelopment Area Project would also include a portion of the City's downtown planning area currently regulated under the Downtown Specific Plan. No change to the land use regulations in this part of the overall Westside Community Planning Project area would occur under the proposed project.

The Westside Community Development Code would allow for the development of structures from one to five stories in height, with the majority of development one to two stories in height. Structures more than

three stories in height would be permitted on parcels fronting Ventura Avenue on both sides of the street, locating the most intensive urban development along the Westside area's existing commercial core, and in the western portion of the planning area, consistent with the existing industrial development characteristic of this area. Buildings up to two stories in height would be allowed in the T3.5 and T3.6 Neighborhood General zones in the residential neighborhoods. Buildings two and a half stories in height, with allowance for some three-story buildings in the residential neighborhoods, with special provisions for four stories in height along Ventura Avenue would be allowed in the T4.11 Urban General zone. Buildings up to four stories, with special provisions for five stories in height would be allowed in the T5.5 Urban Central zone along Ventura Avenue. Buildings up to 56 feet in height would be allowed in the SD1 zones. The zones and applicable standards are summarized in **Table 4.1-1, Westside Community Plan Zones**. By contrast, current zoning, as noted above, predominantly permits residential uses up to two and a half stories tall with allowance for some three-story development, and some commercial, industrial/manufacturing, and mixed uses to be up to six stories tall. Therefore, the project would provide for reduced heights when compared with the current permitted zoning in a majority of the Westside Community.

The Westside Community Plan provides numerous policies and actions intended to address the community's desire for compatibility of land uses, community sustainability, neighborhood preservation, and pedestrian oriented urban form. Policies from Westside Community Plan Chapter 12.1, Our Natural Community, Chapter 12.2, Our Prosperous Community, Chapter 12.3, Our Well Planned Community, and Chapter 12.4, Our Accessible Community, are provided in **Section 4.1, Aesthetics.**

The Westside Community Plan identifies four catalyst sites in Action 12.2.2 in Chapter 12.2 of the plan. The four catalyst sites and potential changes to land uses on these sites are described in more detail in **Section 3.0, Project Description**, and shown in **Figure 3.0-4, Economic Catalyst Sites**. These sites include: Rocklite and Ventura Avenue (Selby site); Kellogg and Ventura Avenue (Kellogg site); along Olive Street at Stanley Avenue (Olive Street Industrial site); and portions of the AERA and Ventura Unified School District parcels, west of Ventura Avenue at Shell Road (School District/AERA). The locations of these catalyst sites are shown in **Figure 4.9-6, Westside Community Plan Catalyst Sites**, and described in Action 12.2.2 as follows:

Catalyst Site #1: Selby: Fifteen acres for mixed-use development with ground floor commercial and second or third story office above the ground floor. The eastern portion of the property could support high density residential to create a true mixed used development that would be a showcase for travelers as they exit the freeway at Stanley.

Catalyst Site #2: Industrial area south of Stanley Avenue, along Olive Street to be focus of economic development efforts to encourage green and high technology job recruitment to the City.

Catalyst Site #3: Kellogg: 2-acre site for live/work development oriented to artists' lofts, with neighborhood services. With its central location on the Avenue, urban plaza and park space fronting the Avenue is a community-desired component of this catalyst site.

Catalyst Site #4: School District/AERA: portions of 90-acre site that includes 4.5-acre Avenue School site to be considered for mixed-use development to provide transition between industrial uses to the north and newer residential and commercial uses to the south.

Investment in these sites in the near future is intended to induce additional infill development within the planning area, and if successful, would strengthen the economic forces that encourage other infill development to occur. The additional focus on the planning for these sites would not occur with the no project alternative.

Numerous actions in the Westside Community Plan would strengthen the 2005 General Plan policies and, in some cases, beneficial impacts would result. In particular, development within the Westside Community Planning area under the Westside Community Plan and Development Code would result in beneficial impacts related to aesthetics, biological resources, land use, transportation, and water quality. Examples include:

- The Westside Development Code provides development standards for commercial signage that would limit the increase in light because of commercial development.
- With implementation of the Community Plan policies and actions, including Action 1.8 (which requires buffers from rivers, creeks, and barrancas), as well as policies and actions to improve the quality of surface water runoff, stormwater runoff within the Westside Community Planning Project Area would be improved, providing beneficial effects on biological resources, particularly near rivers, creeks, and barrancas.
- The implementation of the Westside Community Plan and Development Code would result in beneficial impacts related to transportation policies, plans, and programs. These include an opportunity to provide additional transit stops and bicycle and pedestrian paths within the project area. In addition, Action 4.13 would require project proponents to analyze traffic impacts and provide adequate mitigation in the form of needed improvements, in-lieu fee, or a combination of the two. Action 4.28 would require all new development to provide for Citywide improvements to transit stops that have sufficient quality and amenities, including shelters and benches, to encourage ridership. Action 12.4.11 would require integration of bicycle trails that connect to the Westside Community.

These beneficial impacts identified for the proposed project would not occur with Alternative 1.

The amount of development projected by 2025 under the existing General Plan and zoning designations would be slightly less than the amount projected to occur under the Westside Community Planning Project. Based on the development projections for the existing General Plan and zoning and for the proposed Westside Community Plan and Code, approximately 150 fewer residential units would be developed by 2025 under the no project alternative. The amount of retail commercial development would be reduced by 49,005 square feet, and the amount of office development would be reduced by approximately 54,450 square feet by 2025. While the amount of development projected by 2025 would be slightly less with this alternative, the overall amount of projected growth would be similar.

Therefore, impacts in the following areas would be similar under Alternative 1 – No Project to those identified in this Draft EIR for the proposed project. Air Quality; Biological Resources; Cultural (Historic) Resources; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Noise; Population; Housing; and Employment; Service Systems (Police Protection, Fire Protection, Public Schools, Parks and Recreation, Libraries, Solid Waste); Transportation and Circulation; and Utilities and Service Systems (Water, Wastewater, Energy Conservation) impacts would all be similar in magnitude.

Relationship to Project Objectives and Conclusion

The Westside Community Planning Project is proposed to implement the 2005 Ventura General Plan. The Westside Community Planning Project objectives provide clarity and specificity for goals provided in the General Plan. None of the project objectives would be met under Alternative 1 -No Project.

Future development under the Westside Development Code would preserve and enhance the pedestrian scale of the corridor. The Westside Community Plan would provide a form based code emphasizing pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation, as is called for in General Plan Land Use and Housing Element Action 3.23, provided below:

Action 3.23	Develop and adopt a form-based Development Code that emphasizes pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation.

This planning objective of the 2005 Ventura General Plan would not be met with Alternative 1, No Project.

The beneficial impacts identified for the proposed project would not occur under Alternative 1:

Under Alternative 1, the Westside Redevelopment Area Plan would not be adopted, and implementation of policies and public improvements to eliminate blight and revitalize the Redevelopment Area would not occur.

This alternative would not avoid or substantially lessen any of the impacts of the proposed project, as the amount of growth projected for the Westside Community would not be substantially different.

b. Alternative 2: Corridor/Key Sites

Description of Alternative

The regulating plan for Alternative 2, Corridor/Key Sites, is shown in **Figure 5.0-2**. This alternative would include the land use designations and zoning included in the proposed project for the key Catalyst Sites identified in the Westside Community Plan and also for the Ventura Avenue Corridor. The primary difference between this alternative and the project as proposed would be the alternate zoning proposed for the existing residential neighborhoods in the Westside Community.

The four catalyst sites and potential changes to land use are identified below and are described in more detail in **Section 3.0, Project Description**, and shown in **Figure 3.0-4, Economic Catalyst Sites**.

Catalyst Site #1: Selby: Fifteen acres for mixed-use development with ground floor commercial and second or third story office above the ground floor. The eastern portion of the property could support high density residential to create a true mixed used development that would be a showcase for travelers as they exit the freeway at Stanley.

Catalyst Site #2: Industrial area south of Stanley Avenue, along Olive Street to be focus of economic development efforts to encourage green and high technology job recruitment to the City.

Catalyst Site #3: Kellogg: 2-acre site for live/work development oriented to artists' lofts, with neighborhood services. With its central location on the Avenue, urban plaza and park space fronting the Avenue is a community-desired component of this catalyst site.

Catalyst Site #4: School District/AERA: portions of 90-acre site that includes 4-5 acre Avenue School site to be considered for mixed-use development to provide transition between industrial uses to the north and newer residential and commercial uses to the south.

With this alternative, the Ventura Avenue Corridor as defined in the General Plan would be amended to include the Westview Housing project on Olive Street, School District/AERA, Kellogg, and Stanley/Olive catalyst sites as shown in **Figure 5.0-2.** The Ventura Avenue Corridor would be regulated under the

regulations and standards in the proposed Westside Community Plan and Development Code with the following two changes:

- The Vince-Lewis Shopfront Overlay Zone would be modified; and
- The Dakota/Ventura Avenue urban node, which is zoned T5.5 Urban Center in the proposed Westside Community Plan and Development Code, would be eliminated.

This alternative also includes the following change to the zoning included in the proposed project:

- The Mixed Use Development (MXD) Overlay Zone would be added to the frontage of the industrial parcels on Olive Street.

The major change from the proposed project in this alternative would be this change in the land use designation for the existing residential neighborhoods in the Westside Community:

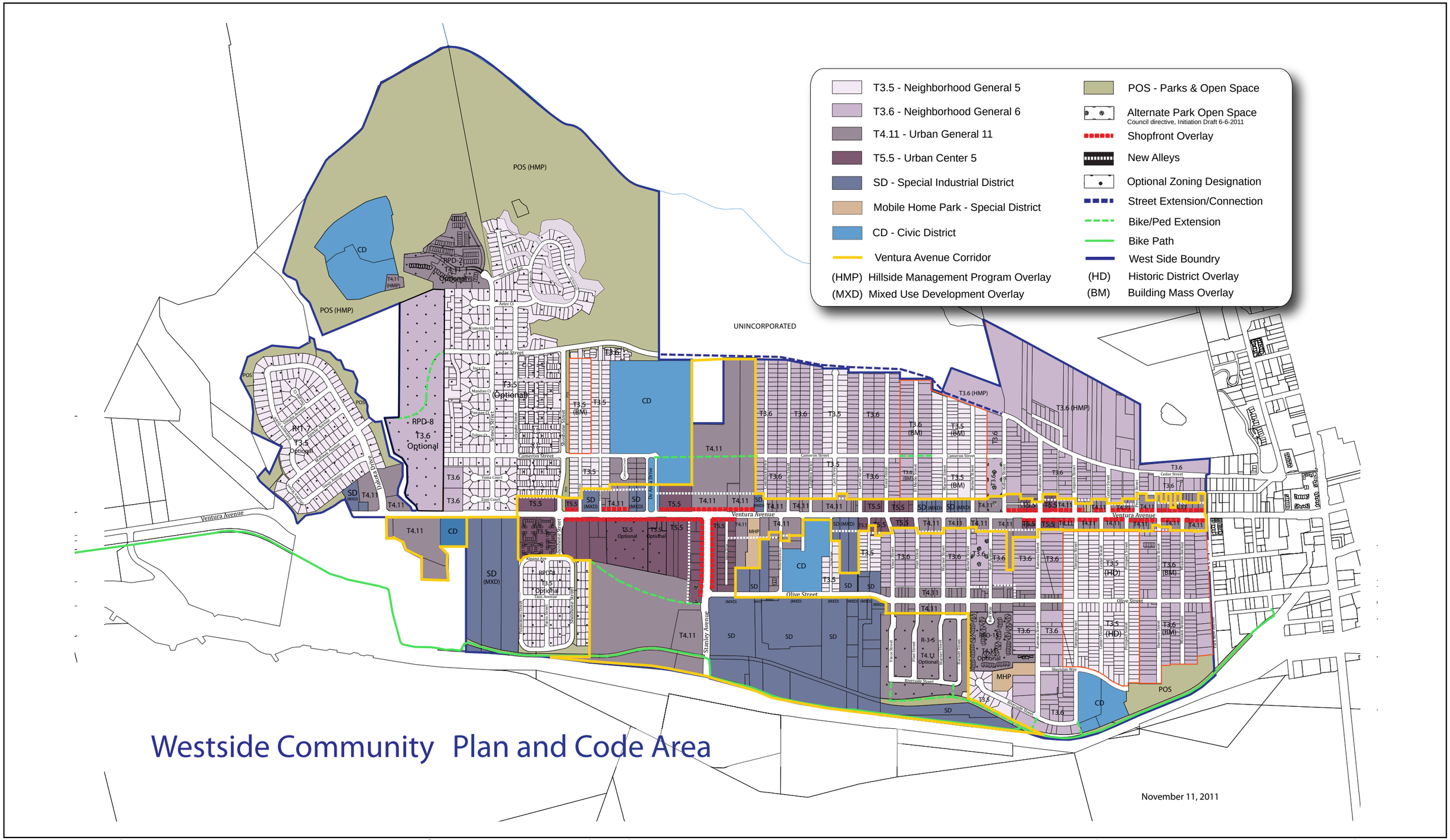
- The neighborhoods designated T4.11 Urban General in the proposed Westside Community Plan would instead be designated T3.6 Neighborhood General 6.

With this change in the designation for the existing residential neighborhood, a General Plan Amendment would be required to redesignate neighborhoods designated in the 2005 General Plan as Neighborhood Medium and Neighborhood High to Neighborhood Low. However, because the General Plan assumes growth in housing will occur primarily along the Ventura Avenue corridor, as identified in Table 3-2, Predicted Development Intensity & Pattern, in the 2005 General Plan, no change to the 2008 Housing Element would be required.

Evaluation of Impacts

With Alternative 2, the Vince-Lewis Shopfront Overlay Zone included in the proposed Westside Community Development Code would be eliminated. The Shopfront overlay zone identifies street frontages intended to become or be maintained as areas for retail shops and other pedestrian-oriented businesses at the sidewalk level. Therefore, the revitalization proposed under the proposed project would not occur along this stretch of Ventura Avenue.

Under Alternative 2, the Westside Redevelopment Area Plan would be adopted, and implementation of policies and public improvements to eliminate blight and revitalize the Redevelopment Area would occur. In addition, the Downtown Specific Plan would continue to apply to the portion of the planning area within the Downtown Specific Plan boundary.



Westside Community Plan and Code Area

November 11, 2011

SOURCE: City of Ventura – December 2011

FIGURE **5.0-2**

Alternative 2 – Catalyst Sites and Ventura Corridor Only

0145-017•12/11

The amount of development projected within the Westside Community Planning Project area would be substantially the same with this alternative. The designation of the residential neighborhoods in the Westside Community with the Neighborhood General zones instead of the Urban General zone included in the project as proposed would result in less development in these neighborhoods. As a result, more residential development along Ventura Avenue is anticipated. The overall amount of development projected by 2025 would be similar to that projected for the proposed project.

As the amount of projected growth would be similar, impacts related to the following topics would be similar with Alternative 2 to those identified in this Draft EIR for the proposed project: Air Quality; Biological Resources; Cultural (Historic) Resources; Geology and Soils (landslides; flooding); Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Noise; Population; Housing; and Employment; Service Systems (Police Protection, Fire Protection, Public Schools, Parks and Recreation, Libraries, Solid Waste); Transportation and Circulation; and Utilities and Service Systems (Water, Wastewater, Energy Conservation).

Relationship to Project Objectives and Conclusion

The Westside Community Planning Project is proposed to implement the 2005 Ventura General Plan. The Westside Community Plan objectives provide clarity and specificity for goals provided in the General Plan. Therefore, only those project objectives pertaining to the catalyst sites Ventura Avenue Corridor, as amended in this alternative, would be fully met with this alternative. The objectives pertaining to the interior residential neighborhoods areas of the Westside Community Plan Area would only be partially met, as the intent to encourage higher density residential infill and some mixed-use development in these areas, which would be allowed by T4.11 Urban General zones proposed for this these neighborhoods would be downzoned under this alternative.

The Westside Community Plan would provide a form-based code emphasizing pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation, as is called for in General Plan Land Use and Housing Element Action 3.23. Therefore, Action 3.23 would not be fully met with Alternative 2 because only the catalyst sites and Ventura Corridor would be developed according to the standards provided in the Westside Community Plan. Because this alternative would reduce the zoning densities downward in the neighborhoods and modify the frontage requirements at the node of Vince and Lewis, this alternative would not fully meet the General Plan intensity and urban form objectives. However, this alternative would continue to realize the benefits of form-based coding since interior neighborhood areas would remain coded as T3.6 under Alternative 2.

The beneficial impacts identified for the proposed project would not occur to the same degree as would occur with the proposed project because Alternative 2 would only apply new development standards to the four catalyst sites and the amended Ventura Avenue Corridor to implement the goals, policies, and objectives identified in the Westside Community Plan and Development Code. The remaining portions of the Westside Community Plan area would be developed in accordance with the Westside Community Plan and Development Code, but without the neighborhood density and mix of housing types called for in the 2005 General Plan. The residential areas, particularly those that would be designated T3.6, rather than T4.11, as identified in the project, would still realize the aesthetic and visual character benefits associated with the form-based standards included in the project.

Under Alternative 2, the Westside Redevelopment Area Plan would be adopted, and implementation of policies and public improvements to eliminate blight and revitalize the Redevelopment Area would occur.

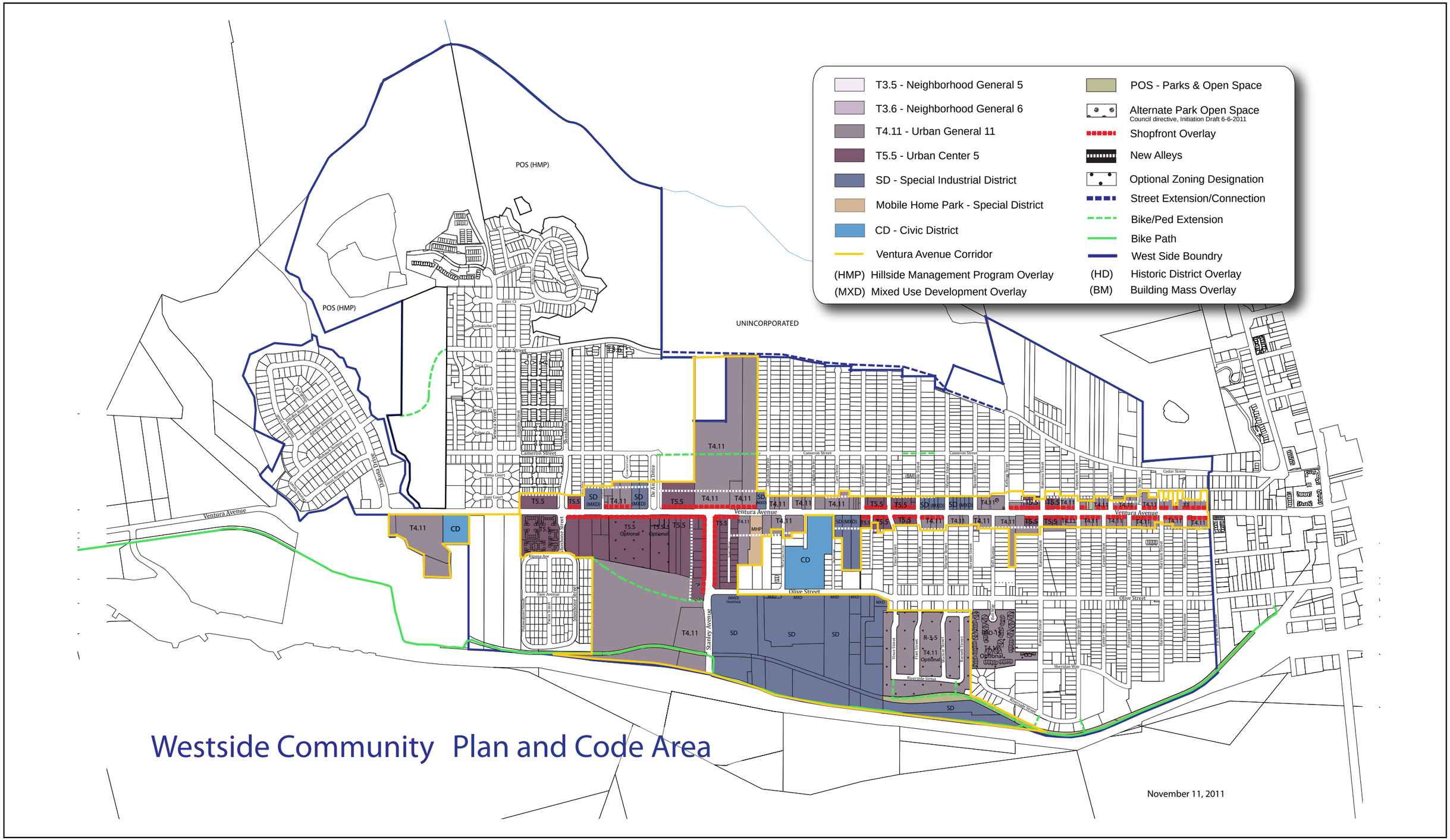
This alternative would not avoid or substantially lessen any of the impacts of the proposed project as the amount of growth projected for the Westside Community would not be substantially different.

c. Alternative 3: Reduced Neighborhood Coding

Description of Alternative

The regulating plan for Alternative 3, Reduced Neighborhood Coding, is shown in **Figure 5.0-3.** The primary difference between this alternative and the proposed project would be that the existing General Plan land use designations and zoning would remain the same for the majority of the Westside Community, as shown in **Figure 5.0-3**. The land use types, densities, and heights permitted by the existing General Plan and Zoning Code would remain in effect in these portions of the Westside Community.

With the Reduced Neighborhood Coding alternative, only the Ventura Avenue corridor and four catalyst sites would be designated and zoned with the form-based transect zones proposed within the Westside Community Plan and Development Code, as shown in **Figure 5.0-3**. The Ventura Avenue corridor would be amended to include the Westview Housing project, School District/AERA, Kellogg, and Stanley/Olive catalyst sites, as described above for Alternative 2. The four catalyst sites would be designated with the same land use designations and zoning designation included in the proposed project and Alternative 2. The potential changes to land use of these catalyst sites are briefly identified under Alternative 2, above, described in **Section 3.0, Project Description**, and shown in **Figure 3.0-4, Economic Catalyst Sites**



Westside Community Plan and Code Area

SOURCE: City of Ventura – December 2011

FIGURE **5.0-3**

Alternative 3 – Reduced Neighborhood Coding

0145-017•12/11

Under Alternative 3, the Westside Redevelopment Area Plan would be adopted, and implementation of policies and public improvements to eliminate blight and revitalize the Redevelopment Area would occur. The portion of the proposed Redevelopment Project Area located outside of the Westside Community Plan Area would continue to be regulated under the standards in the City's adopted Downtown Specific Plan.

Evaluation of Impacts

The beneficial impacts identified for the proposed project would not occur to the same degree as under the proposed project because Alternative 3 would only include the adoption of new land use designations and the form-based development code for the four catalyst sites and the Ventura Avenue corridor.

The existing residential areas in the Westside Community, in particular, would not realize the aesthetic and visual character benefits associated with the form-based code proposed for these neighborhoods in the proposed project. The Westside Community Plan and Development Code contain actions and development standards that would create increased compatibility between residential and industrial uses that would not occur with the reduced neighborhood coding provided by this Alternative.

The overall amount of growth within the Westside Community Planning area by 2025 would be similar to the amount projected for the project as proposed. As a result, impacts related to the following topics would be similar under Alternative 3 to those identified in the Draft EIR for the proposed project: Air Quality; Biological Resources; Cultural (Historic) Resources; Geology and Soils (landslides; flooding); Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Noise; Population; Housing; and Employment; Service Systems (Police Protection, Fire Protection, Public Schools, Parks and Recreation, Libraries, Solid Waste); Transportation and Circulation; and Utilities and Service Systems (Water, Wastewater, Energy Conservation).

Relationship to Project Objectives and Conclusion

The Westside Community Planning Project is proposed to implement the 2005 Ventura General Plan. The Westside Community Plan project objectives provide clarity and specificity for goals provided in the General Plan. Therefore, only those project objectives pertaining to the catalyst sites and Ventura Avenue Corridor would be met under Alternative 3. The objectives pertaining to the existing residential neighborhoods in the Westside Community Plan Area would not be met.

The Westside Community Plan would provide a form-based code emphasizing pedestrian orientation, integration of land uses, treatment of streetscapes as community living space, and environmentally sensitive building design and operation, as is called for in General Plan Land Use and Housing Element

Action 3.23. Therefore, Action 3.23 would not be fully met with this alternative, as only the catalyst sites and an amended Ventura Avenue corridor would be developed according to the standards provided in the Westside Community Plan and Development Code

The beneficial impacts identified for the proposed project would not occur to the same degree as under the proposed project because with Alternative 3 only the four catalyst sites and Ventura Avenue corridor would be subject to the goals, policies and objectives identified in the Westside Community Plan and Development Code. The remaining portions of the Westside Community Plan area would be subject to the with goals, policies and objectives identified in the General Plan, which, in some cases, are not as stringent as those in the Westside Community Plan.

Under Alternative 3, the Westside Redevelopment Area Plan would be adopted, and implementation of policies and public improvements to eliminate blight and revitalize the Redevelopment Area would occur.

This alternative would not avoid or substantially lessen any of the impacts of the proposed project as the amount of growth projected for the Westside Community would not be substantially different.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 5.0-2, Summary Comparison of Alternatives, provides a comparative analysis of the potential environmental effects of the project and alternatives. The alternatives evaluated present a variation on the degree of land use regulation that would be applied to the Westside Community to implement the 2005 Ventura General Plan. As similar amounts of growth are projected to occur by 2025 with these alternatives and the proposed project, the type and level of environmental impacts that would result would be similar.

Per the *State CEQA Guidelines*, the purpose of evaluating alternatives to the project is to determine whether any different project designs or locations could feasibly attain most of the basic project objectives while eliminating or reducing adverse environmental impacts.[6]

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6 California Code of Regulations, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Section 15126.6.

Table 5.0-2
Summary Comparison of Alternatives

Environmental Issue	Proposed Project Impact (After Mitigation)	Alternative 1: No Project - Development Under Existing General Plan and Zoning	Alternative 2: Development of Catalyst Sites and Ventura Corridor Only	Alternative 3: Reduced Coding
Aesthetics	Class III/IV	Greater	Greater	Greater
Air Quality	Class III, IV	Similar	Similar	Similar
Biological Resources	Class II, III, IV	Similar Fewer beneficial impacts	Similar Fewer beneficial impacts	Similar Fewer beneficial impacts
Cultural (Historic) Resources	Class III	Similar	Similar	Similar
Geology and Soils	Class III	Similar	Similar	Similar
Greenhouse Gas Emissions	Class III	Similar	Similar	Similar
Hazards and Hazardous Materials	Class III	Similar	Similar	Similar
Hydrology and Water Quality	Class III, IV	Similar Fewer beneficial impacts	Similar Fewer beneficial impacts	Similar Fewer beneficial impacts
Land Use and Planning	Class III	Greater	Greater	Greater
Noise	Class III	Similar	Similar	Similar
Population and Housing	Class III	Similar	Similar	Similar
Public Services – Fire	Class III	Similar	Similar	Similar
Public Services – Police	Class III	Similar	Similar	Similar
Public Services – Schools	Class III	Similar	Similar	Similar
Public Services –Parks and Recreations	Class III	Similar	Similar	Similar
Public Services – Libraries	Class III	Similar	Similar	Similar
Public Services – Solid Waste	Class III	Similar	Similar	Similar
Transportation and Circulation	Class II, III, IV	Similar Fewer beneficial impacts	Similar Fewer beneficial impacts	Similar Fewer beneficial impacts
Utilities – Water	Class III	Similar	Similar	Similar
Utilities – Wastewater	Class III	Similar	Similar	Similar
Utilities - Energy Conservation	Class III	Similar	Similar	Similar

As determined in the analysis of the proposed project, impacts would be Class II (Significant but Mitigable), III (Not Significant), or IV (No Impact or Beneficial Impact). No significant and unavoidable impacts would result from the proposed project.

The *State CEQA Guidelines* require that an environmentally superior alternative be identified from the alternatives considered in an EIR. If the No Project alternative is environmentally superior to the project as proposed, an environmentally superior alternative is to be identified from the other alternatives considered.[7] An alternative is environmentally superior when it would avoid or substantially lessen a significant impact that would result from the proposed project. As this project is proposed to implement the policy direction in the 2005 General Plan for the Westside Community, and Alternatives 2 and 3 consider varying degrees of land use regulation designed to be consistent with the policy direction in the General Plan, these two project alternatives and the proposed project would result in similar types and levels of environmental impacts.

In this case, Alternative 1, No Project Existing General Plan and Zoning, is not environmentally superior to the proposed project because none of the basic objectives of the proposed project would be met and none of the beneficial impacts would be realized. Alternative 3, Reduced Neighborhood Coding, is also not environmentally superior because the land use regulations for the majority of the Westside community would remain unchanged. As a result, the environmental benefits of the more detailed development standards included in the Westside Development Code would not achieved for the majority of the Westside community.

Alternative 2, Corridor/Key Sites is considered to be environmentally superior when compared with the other alternatives. This alternative is superior in that it would apply the new Westside community land use designations and the more refined zoning in the Westside Development Code to the entire Westside community. The amount of additional development in the residential neighborhoods would be lower with this alternative. This lower intensity of development would result in a reduction in some impacts that would result from new development. The Corridor/Key Sites alternative would not meet the basic project objectives as fully as the proposed project in that the goals of the General Plan to reduce development pressure on underdeveloped and vacant land by allowing an increase in the intensity of development in appropriate locations within the City would not be as fully realized.

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7 California Public Resources Code, Title 14, Division 6, Chapter 3, *California Environmental Quality Act Guidelines*, Section 15126.6(e)(2).

6.0 GROWTH-INDUCING IMPACTS

INTRODUCTION

The purpose of this section is to evaluate the growth-inducing potential of the project. With respect to potential growth-inducing impacts, the 2011 California Environmental Quality Act (CEQA) Statutes and Guidelines require a discussion of the ways in which a project could foster economic or population growth, or the construction of additional housing in the surrounding environment. Discussion should take into account the project characteristics that may encourage and/or facilitate future growth that, either individually or cumulatively, could significantly affect the environment. CEQA emphasizes that growth in an area should not be considered beneficial, detrimental, or of little significance.

6.1 THRESHOLDS FOR DETERMINING GROWTH-INDUCING IMPACT

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any of the criteria, identified below, as determined by the City of Ventura.

- Removal of an impediment to growth (e.g., the establishment of an essential public service or the provision of new access to an area).
- Urbanization of land in a remote location (e.g., leapfrog development).
- Economic expansion or growth occurring in an area in response to a project (e.g., changes in revenue base, employment expansion, etc.).
- Establishment of a precedent-setting action (e.g., a change in zoning or general plan designation).

Should a project meet any of these criteria, it is considered growth inducing. An evaluation of this project against these four growth-inducing criteria is provided in the sections below.

6.2 GROWTH INDUCEMENT POTENTIAL

a. Removal of an Impediment to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack of essential public services. Existing development in the Westside Community is estimated by the City of Ventura to be approximately 4,184 dwelling units; 298,181 square feet of retail uses; 8,332 square feet of office uses; 1,056,977 square feet of industrial uses; and 422,658 square feet of civic/institutional/educational/religious uses. In other words, the Westside Community presently has a substantial amount of existing development.

An established transportation network presently exists in the area, which offers the Westside Community and surrounding area local and regional access. Regional access to the Westside Community is provided by US 101 and SR-33. The primarily local access within the Westside Community is provided by Ventura Avenue, Stanley Avenue, Olive Street, and Cedar Street. As part of the Westside Community Planning Project, Cedar Street would be extended as a thoroughfare. While this extension would rearrange the flow of traffic in the Westside Community, it in itself would not cause nor encourage new traffic trips. Therefore, the extension of this roadway from the project site is not considered growth inducing.

The water and sewer infrastructure required to support the Westside Community Planning Area is available. No new major water or sewer mains other than those required to serve the individual new development and redevelopment projects associated with the Westside Community Planning Project would be constructed. Agricultural land to the north of the Planning Area boundaries and hillside areas to the east would not benefit from the construction of water and sewer infrastructure for individual projects, and it is doubtful that the construction of this water and sewer infrastructure would induce growth within these areas.

Electricity and natural gas transmission infrastructure presently exist in the immediate area of the Westside Community. Individual development and redevelopment projects associated with the Westside Community Planning Project may necessitate the construction of a distribution system to convey this energy to uses on individual project sites. This system would be designed to accommodate uses of individual projects, and would not extend beyond the requirements or boundary of the proposed project site. Given the existence of established electrical and natural gas transmission lines in this area, no growth-inducing impacts are expected with regard to this type of infrastructure.

b. Leap-Frog Growth

Development can be considered growth inducing when it is not contiguous to existing urban development and intervening open space areas occur between developments. The Westside Community has established infrastructure and a variety of residential, commercial, industrial, park, and school uses. The Westside Community Planning Project area is accessible from SR-33 and Ventura Avenue. Given this, the Westside Community Planning Project would not induce growth under this criterion, as it would not result in the urbanization of land that is not contiguous to existing urban development.

c. Economic Growth

The growth forecast for the land uses proposed in the Westside Community Planning Project area would add 1,415 new dwelling units in the project area by 2025. Based on the City's estimated 2011 household size of 2.65 residents per dwelling unit, this would add approximately 3,750 residents to the City's

estimated 2011 population of 107,124 residents as the proposed project site is developed. Property proximal to the site can be expected to experience increased economic pressure to develop. This pressure would be generated by the availability of supporting services, recreational opportunities, etc., on the proposed project site. All of the above can increase land values and make development of adjacent properties financially attractive to property owners. Actions taken to entitle land for future development would be subject to approvals associated with the planning process, as described below under **Precedent Setting Action**.

Development of the Westside Community Planning Project will increase the area's population over present conditions. As a result, the proposed project can be expected to generate increased demand for goods and services. This demand may be met by the new commercial and office uses proposed as part of the project, in addition to a variety of local and regional commercial uses. The additional commercial uses are forecast in the City's General Plan, and the project is generally consistent with the General Plan. It is expected that existing retailers can meet the demand for goods and services. Therefore, development of the proposed project is not expected to induce substantial commercial growth in the City or surrounding areas.

Future residents of the proposed project site also represent an incremental increase in the local labor force. Given the relatively small number of residents anticipated at predicted development growth (3,750) and the projected increase in employment opportunities in the City of Ventura of 1,036 jobs as a result of the Westside Community Planning Project, it is expected that new residents seeking employment in the City could be absorbed. Therefore, it is not anticipated that the Westside Community Planning Project would induce substantial growth in commercial, industrial, and office development on presently undeveloped properties in the City.

6.3 PRECEDENT SETTING ACTION

The decision to allow development and redevelopment in the Westside Community Planning Project area would require the discretion of the decision-making body, which is the City of Ventura. If the Westside Community Planning Project were to be approved by the City, its approval would not necessarily mean that other development approvals in the area would follow. In fact, development and redevelopment within the Westside Community Planning Project area is consistent with the City of Ventura's 2005 General Plan from the standpoint that the City has identified the Westside Community for development and redevelopment. Consequently, the project is not considered to be precedent setting.

7.0 SIGNIFICANT IRREVERSIBLE EFFECTS ON THE ENVIRONMENT

INTRODUCTION

Use of nonrenewable resources during the initial and continued phases of a proposed project may be irreversible if a large commitment of these resources makes their restoration thereafter unlikely. According to Section 15126.2(c) of the California Environmental Quality Act (CEQA) Guidelines, *irretrievable commitment of such resources is to be evaluated to ensure that their consumption by a proposed project is justified. In addition, this section must also identify any irreversible damage caused by environmental accidents associated with the proposed project.*

7.1 DISCUSSION

The construction and use of residential, commercial, and industrial uses would irreversibly commit construction materials and nonrenewable energy resources to the purposes of the specific plan. These energy resource demands would be used for construction, heating, and cooling of buildings, transportation of people and goods, as well as lighting and other associated energy needs. Nonrenewable and slowly renewable resources used by the planning area land uses and improvements would include, but are not limited to, lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, steel, copper, lead and other metals, and water. A marginal increase in the commitment of facility maintenance services would also be required. Planning area impacts related to consumption of nonrenewable and slowly renewable resources are considered to be less than significant because development within the planning area would not use unusual amounts of energy or construction materials.

Irreversible long-term environmental changes would accompany the proposed conversion of a partially disturbed, but primarily undeveloped area to a residential and industrial urban-scale in-fill development site. Changes would include a significant change in the visual character of the site associated with landform modification and increased building height and bulk, an increase in local and regional traffic with associated increase in air pollution emissions and noise levels, volume of solid waste generation, volume of wastewater generation, and an increase in water and energy consumption. The project would require additional school space and recreational opportunities. Although the project site is partially disturbed, it contains natural open space areas that have biological habitat of value. It is unlikely that the existing environmental conditions would be restored to their original condition subsequent to project development; however, mitigation measures are proposed throughout **Section 4.0** of this EIR to minimize the effects of the development impacts.

The *State CEQA Guidelines* also require a discussion of the potential for environmental damage caused by an accident associated with the project. The following discussion identifies site characteristics and proposed future uses that could be sources of potential accidents.

The planning area is located within a seismically active region and would be exposed to ground shaking in the event of a seismic event. Conformance with the regulatory provisions of the City of Ventura and the *Uniform Building Code* pertaining to construction standards would minimize, to the extent feasible, damage and injuries in the event of such an occurrence. Although there are no known operating water wells within the planning area, any abandoned water wells that are discovered on on-site parcels that would be developed under the Westside Community Planning Project shall be sealed prior to development according to state and County rules and regulations. Geotechnical hazards can be mitigated by stabilization, removal, or redesign; no significant impacts on the site are expected.

The planning area has numerous known or potential contamination sites based on a federal and state agency database search. Impacts would occur from the historic leaking or spillage of regulated substances into the shallow soils or groundwater of the planning area. The individual properties would need to be reviewed and assessed, as needed, to determine if they present a significant environmental concern or liability. Development and redevelopment proposed within the Planning Area could be impacted due to soil and groundwater contamination. The General Plan contains the following actions that aim to minimize adverse impacts to health and quality of life associated with exposure to hazardous materials:

Action 7.24: Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.

Action 7.25: Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.

Action 7.26: Seek funding for cleanup of sites within the Brownfield Assessment Demonstration Pilot Program and other contaminated areas in West Ventura.

Action 7.27: Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under the supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination).

With implementation of the applicable General Plan actions and enforcement of state and federal laws governing the upset conditions associated with hazardous materials and wastes, impacts would be less than significant.

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128, Effects Not Found To Be Significant, of the *California Environmental Quality Act (CEQA) Guidelines* requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and are, therefore, not discussed in detail in the EIR.

The City of Ventura completed a preliminary review, as described in Section 15060 of the *State CEQA Guidelines*, of the proposed Westside Community Planning project and determined an EIR should be prepared for this project. A Notice of Preparation (NOP) of this EIR was then prepared and circulated for public review to gather input from other public agencies and the public to determine the environmental topics to be evaluated in this EIR. The City also considered the policies and actions in the City's 2005 General Plan and the information and analysis in the General Plan and Downtown Specific Plan EIRs.

Based on this information, potential effects related to the topics discussed below were determined to either be less than significant, or potentially significant, but capable of being mitigated to a less than significant level with the implementation of policies and actions identified in the City's 2005 General Plan EIR and mitigation measures identified in the Final EIR for the City's Downtown Specific Plan.

8.0.1 AGRICULTURE AND FORESTRY RESOURCES

According to Appendix G of the *State CEQA Guidelines* under Section II, Agriculture and Forestry Resources, a project would have a significant impact if it would:

II.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;

II.b) Conflict with existing zoning for agricultural use, or a Williamson Act contract;

Discussion:

The Westside Community Planning Project area is characterized by features typical of an urban landscape and includes residential, industrial, and retail-commercial uses. Farmland, agricultural land, or related operations are not found in the boundaries of the Planning Area with the exception of the area east of Ventura Avenue, south of School Canyon Road and north of Pomo Drive and Hura Street. The 2005 General Plan designates this area for Neighborhood Medium uses. Implementation of the Westside Community Planning project would not involve changes that could result in conversion of designated

farmland to non-agricultural uses because there are no agricultural uses or farmland within the Planning Area. Therefore, there would be no conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact to agricultural resources would result from implementation of the Westside Community Planning Project.

II.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));

II.d) Result in the loss of forest land or conversion of forest land to non-forest use;

Discussion:

The Westside Community Planning Project area is characterized by features typical of an urban landscape and includes residential, industrial, and retail-commercial uses. No forestland or related operations are found in the boundaries of the Planning Area. Implementation of the Westside Community Planning project would not involve changes that could result in conversion of forestland because there are no forestlands or use within the Planning Area. No impact to forest resources would result from implementation of the Westside Community Planning Project.

II.e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Discussion:

Refer to discussion under II a, b, c, and d, above. No impact would occur with the implementation of the Westside Community Planning Project.

8.0.2 CULTURAL RESOURCES

Pre-Historic Resources

According to Appendix G of the *State CEQA Guidelines* under Section V, Cultural Resources, a project would have a significant impact if it would:

V.b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or

V.c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

V.d) Disturb any human remains, including those interred outside of formal cemeteries.

The diversity of natural resources, the temperate climate that allows for long growing seasons, proximity to the coast, and abundant natural materials available for tool manufacturing all combine to produce an archaeological record in Ventura almost the entire chronological and cultural span of human activity in Southern California. There is considerable evidence that indigenous peoples inhabited the Ventura area, and especially the areas that became the Westside and Downtown. Subsurface pre-historic sites are located throughout the Westside and the Downtown. The Westside Planning Project lies within the historic territory of the Native American Indian group known as the Chumash. The Chumash occupied the region from San Luis Obispo County to Malibu Canyon on the coast, and inland as far as the western edge of the San Joaquin Valley and the four northern Channel Islands. Ventura County is within the historic territory of the Ventureno Chumash. The name Ventureno is derived from the mission with local jurisdiction, San Buenaventura.

In 1769, the Portola Expedition departed the San Diego settlement toward Monterey to establish five missions along the route, one of which Mission San Buenaventura established in 1782. After Mexican Independence in 1822, the mission was secularized in 1830 and lands granted to private parties. By the end of the Mexican-American War in the 1840s, most Spanish Europeans had fled the area, leaving the Indians at the Mission. American settlers slowly began to move into the area and large-scale subdivision of ranchos occurred in the 1860s. Ventura incorporated in 1866. The project area was subsequently developed during 20th century oil industry booms and has been subject to extensive disruption.

Discussion:

Archaeological materials are extremely fragile and non-renewable. Thus, any activity that alters the surface of the land, including archaeological pursuits, can affect these resources. An inventory of recorded archaeological sites based on information collected from the State Information Center, Institute of Archaeology, University of California at Los Angeles, site records, excavation reports, and relevant literature, along with materials obtained from the City, local museums, Native American organizations, and historical groups, was prepared for the 2005 General Plan. This inventory forms the basis of analysis of archaeological resources. Known archaeological sites, historic landmarks, and points of interest are present within the planning area, some of which may also contain subsurface cultural resources. Prior reports identify the areas west of Olive Street near the Ventura Rivers and throughout the project area along Ventura Avenue as sensitive areas for Native American Resources. Prehistoric sites generally

involve at least one of the following resources: middens, milling stone sites, large villages, cemeteries, hilltop bead shrines, flake scatters, and camp workshops. Drainages, especially the Ventura River, are also important archaeological locations.

The Westside Community Planning Project has not been formally surveyed for archaeological resources. The Westside Community Planning Project area has been substantially disturbed by past agricultural, grading and development activities. However, in developed areas where previously undocumented resources might exist, such as beneath 19th and early 20th century structures and within streets, there is the potential to adversely affect these resources. Therefore, while archaeological resources are not expected to be a major constraint to future development in the project area, archaeological investigations would be needed for projects that would occur within the project area in order to confirm the presence or absence of archaeological remains on individual sites. In the event that paleontological resources are unearthed during individual project subsurface activities, all earth-disturbing work must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. Implementation of this standard requirement would reduce potential impacts to a level that is less than significant.

The 2005 General Plan and Downtown Specific Plan Final Environmental Impact Report identify the following policy, actions, and mitigation measures pertaining to archaeological resources in Chapter 9, *Our Creative Community* that would reduce the potential for impacts to less than significant.

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

Action 9.14: Require archaeological assessments for projects proposed in the Coastal zone and other areas where cultural resources are likely to be located.

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

Downtown Specific Plan Final EIR Mitigation Measures are as follows:

Mitigation CR-1a: Archaeological Monitoring. A City qualified archaeologist and Native American monitor shall be present during excavation in streets and beneath 19th and early 20th century structures. In the event archaeological materials are encountered during excavation, work shall be stopped immediately or redirected while the

archaeologist and Native American monitor evaluate the significance of the material. If the artifacts are found to be significant, the City shall conduct a data recovery program consistent with City and County archaeological mitigation guidelines. After the find has been appropriately mitigated, work in the area may resume. A qualified Native American monitor shall oversee any mitigation work associated with prehistoric cultural material. The City will provide an educational briefing to workers at the site to inform them of the high sensitivity of the resources, and to inform them of the legal prohibitions against collecting or disturbing artifacts.

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

8.0.3 GEOLOGY AND SOILS

According to Appendix G of the *State CEQA Guidelines* under Section VI, Geology and Soils, a project would have a significant impact if it would:

VI.e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

Discussion:

The Westside Community Planning Project does not propose the use of septic tanks or alternative wastewater disposal systems. Development or redevelopment projects would be connected to the City of Ventura's wastewater system. Therefore, no impact would occur with the implementation of the Westside Community Planning Project.

8.0.4 HAZARDS AND HAZARDOUS MATERIALS

According to Appendix G of the *State CEQA Guidelines* under Section VIII, Hazards and Hazardous Materials, a project would have a significant impact if:

VIII.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, result in a safety hazard for people residing or working in the project area;

VIII.f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area;

Discussion:

No airports are located within the Westside Community Planning Project area. The nearest airports are Oxnard Airport (more than 10 miles from the eastern boundary of the Planning Area), Santa Paula Airport (more than 10 miles from the eastern boundary of the Planning Area), and Camarillo Airport (approximately 10 miles from the southern boundary of the Planning Area). Development within the Westside Community Planning Project area would not affect air traffic at any of these facilities or at any other airports within the region. Impacts to air traffic would not be significant.

8.0.5 MINERAL RESOURCES

According to Appendix G of the *State CEQA Guidelines* under Section XI, Mineral Resources, a project would have a significant impact if it would result in:

XI.a) The loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or

XI.b) The loss of availability of a locally important mineral resource recovery site delineated on a local general plan?

Discussion:

The Planning Area currently does not have active aggregate mining operations. Consequently, no impact to aggregate mineral resources would occur with the implementation of the Westside Community Planning Project.

Future development within the Westside Community Planning Project area could occur within the vicinity of existing oil wells. Oil production in the Ventura Avenue area has dropped dramatically since its peak production several decades ago and only a limited number of oil wells remain within the Planning Area. It is anticipated that the limited remaining wells could continue to produce as long as they are financially viable and would be replaced by development only as they are tapped out. In addition, any future development near these oil wells would be required to provide buffers and other

measures to allow for the continued production of such wells. Therefore, impacts relating to the accessibility of mineral resources are not considered significant.

8.0.6 NOISE

According to Appendix G of the *State CEQA Guidelines* under Section XII, Noise, a project would have a significant impact if:

XII.e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

XII.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?

Discussion:

No airports are located within the Westside Community Planning Project area. The nearest airports are Oxnard Airport (more than 10 miles from the eastern boundary of the Planning Area), Santa Paula Airport (more than 10 miles from the eastern boundary of the Planning Area), and Camarillo Airport (approximately 10 miles from the southern boundary of the Planning Area). Development within the Westside Community Planning Project area would not affect air traffic at any of these facilities or at any other airports within the region. Impacts to air traffic would not be significant.

8.0.7 TRANSPORTATION/TRAFFIC

According to Appendix G of the *State CEQA Guidelines* under Section XVI, Transportation/Traffic, a project would have a potentially significant impact if it would:

XVI.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.

Discussion:

No airports are located within the Westside Community Planning Project area. The nearest airports are Oxnard Airport (more than 10 miles from the eastern boundary of the Planning Area), Santa Paula Airport (more than 10 miles from the eastern boundary of the Planning Area), and Camarillo Airport (approximately 10 miles from the southern boundary of the Planning Area). Development within the Westside Community Planning Project area would not affect air traffic at any of these facilities or at any other airports within the region. Impacts to air traffic would not be significant.

9.0 ORGANIZATIONS AND PERSONS CONSULTED

10.1 INTRODUCTION

This EIR was prepared by the City of Ventura with the assistance of Impact Sciences, Inc., City Staff, report preparers and other consultants identified below.

City of Ventura Staff

Dave Ward, Community Development Planning Manager
Margaret A. Ide, Associate Planner
Chandra Chandrashaker, Transportation
Susan Rungren, Principal Engineer, Ventura Water
Karen Waln, Management Analyst II, Ventura Water
Roger Adams, GISP, GIS Program

Report Preparers

Impact Sciences, Inc.

Tony Locacciato, AICP, Principal
Daryl Koutnik, Ph.D., Director, Biological Services
Alan Sako, Senior Project Manager, Air Quality
Julie Berger Cole, Project Manager
Joseph Decruyenaere, Senior Project Manager/Senior Biologist
Chris Hampson, Project Planner
Doug Brown, Staff Planner
Eric Bell, Air Quality Analyst
Ian Hillway, Publications Manager
Lisa Cuoco, Publications Coordinator
Emily Chitiea, Publications Assistant
Jang Seo, GIS Manager

Consultants

Aesthetics

Mainstreet Architects+Planners, Inc.

Nicholas Deitch, R.A.

Senior Principal/CEO

Cultural (Historic) Resources

Galvin Preservation Associates Inc.

Andrea Galvin, Principal Architectural Historian

Nicole Collum, Architectural Historian II

Ben Taniguchi, Historian II

Laura Vanaskie, Architectural Historian II

Elyshia Dory, Architectural Historian II

Geotechnical Resources

Leighton Consulting, Inc.

Gareth I. Mills, PG, CEG, Managing Director/Associate Principal Geologist

Hazards and Hazardous Materials

Applied Environmental Technologies, Inc.

Harry C. Finney, REA, Vice President

Hydrology and Water Quality

Hawks & Associates

Glenn Hawks, Principal

William O'Brien, PE

Philip J. Sherman P.E., Senior Engineer

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