



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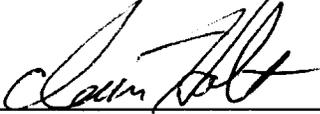
**NOTICE OF INTENT TO ADOPT MITIGATED NEGATIVE DECLARATION
CITY OF SAN BUENAVENTURA, CALIFORNIA**

- I. The City of Ventura has reviewed an application for the following proposed project:
- A. Project Description for Case #2516:** This environmental document analyzes the development of a mixed-use project including 138 residential units, 6,691 square feet of restaurant/cafe and 13,923 square feet of commercial located on a 5.62-acre vacant site within the Coastal Mixed Use Development (CMXD) Zone. The project incorporates the use of residential and mixed-use commercial block buildings that range from 2 to 4 stories in height and a variety of interconnected open space areas within the site. The project incorporates a two level subterranean garage providing 480 parking spaces in to the site design and creates 15 on-street parking spaces on Seaward Avenue. The same site was evaluated under CEQA as part of a Local Coastal Program Amendment, which include multiple build out scenarios as part of a Final Environmental Impact Report (State Clearinghouse No. 98091088) certified in October 1999 and a Final Subsequent Environmental Impact Report (State Clearinghouse No. 1990091088) certified in February 2002. Filed by Anastasi Development Corporation, LLC, 511 Torrance Boulevard, Ste. 101, Redondo Beach, CA 90277.
 - B. Proposed finding.** In accordance with Section 15070 of the California Code of Regulations, the Planning Division of the City of Ventura has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a mitigated negative declaration (MND) may be adopted.
 - C. Fish and Wildlife Impacts:** On the basis of the information contained in the Initial Study, and on the record as a whole, there is no evidence that there will be an adverse effect on fish or wildlife habitats or resources since none of the factors listed in Section 2R.450.530 of the Municipal Code are present.
 - D. Hazards:** The project site is not on any of the lists enumerated under Government Code Section 65962.5 including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites.
 - E. Document Review and Comment.** The public review and comment period of the draft begins on August 24, 2010 and ends on September 13, 2010. To

view the draft document, please visit the city's website at <http://www.cityofventura.net/cd/planning/devreview>. Alternatively, the draft and referenced documents are available for review between 8:00 a.m. to 5:00 p.m., Monday through Friday (closed on August 27) at the Planning Counter, City Hall, 501 Poli Street, Ventura CA 93001.

F. Public Hearing and Comments. A public hearing on the project described above is tentatively scheduled in October 2010 at 6:00 pm in the City Council Chambers at City Hall located at 501 Poli Street, Ventura, CA 93001. Separate public noticing will be provided prior to the public hearing. All comments concerning the draft MND should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Iain Holt, Senior Planner, at (805) 654-7752. Written comments may be mailed or faxed (805/ 653-0763) to the City of Ventura, Planning Division, 501 Poli Street, CA 93001.

8/20/10
Date


Iain Holt, Senior Planner

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



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**MITIGATED NEGATIVE DECLARATION No. 2516
 CITY OF SAN BUENAVENTURA, CALIFORNIA**

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

Case #2516 MND-: This environmental evaluation covers the development of a mixed-use project including 138 residential units, 6,691 square feet of restaurant/cafe and 13,923 square feet of commercial space on 5.62 acres located within Planned Mixed Use Development land use designation and the Coastal Mixed Use Development zoning district. The subject property was subject to CEQA review in 1999 and in 2002, when the City Council certified a Final Subsequent Environmental Impact Report (EIR-2171) that evaluated several build out scenarios as part of the Local Coastal Plan Amendment for the current land use designation and zoning. . The Environmental Impact Report (State Clearinghouse No. 98091088) certified in October 1999 analyzed a mixed commercial project in a typical suburban pad layout consisting of a 52,413 square foot, 122-room hotel, two drive thru restaurants at a total of 4,970 square feet and 23,800 square feet of retail/restaurant uses. A Final Subsequent Environmental Impact Report (Sate Clearinghouse No. 1990091088) certified in February 2002 analyzed a mixed use project consisting 59 townhomes, 11 live work units, 20 apartments, 13,270 square feet of commercial space and 14,000 square feet of restaurant space with structured parking. The EIR stipulated mitigation measures for Air Quality, Geology, Noise, Aesthetics, Hazards, Cultural Resources, and Infrastructure, Water Quality, and Traffic. Since that time, mitigation measures for Aesthetics, Air Quality, Soils and Geology, Public Services, and Water Quality are now implemented through standard project conditions or have been addressed as part of the project design. The adopted mitigation measures for Hazardous Materials were already completed by a remediation plan approved by the Ventura County Environmental Health Department.

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

Impact	Recommended Mitigation Measures	After Mitigation	Responsible Party
C-1	Cultural Resources. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section	Less than significant	Applicant and City of Ventura

	5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).		
C-2	<p>Cultural Resources. The applicant shall retain the services of a Native American monitor to inspect grading activities associated with project construction. Whenever the Native American monitor suspects that potentially significant cultural resources have been encountered, the piece of equipment that encounters the suspected deposit will be stopped, and the excavation inspected by an archaeologist. If the suspected cultural resources prove to be non significant or non cultural in origin, work will recommence immediately. If the suspected cultural resources prove to be part of a significant deposit, all work should be halted in that location until the Community Development Director reviews and approves a mitigation measure having an equal effect in reducing the likely impact below the threshold of significance for the newly discovered resource.</p> <p>Monitoring will consist of the Native American monitor watching the major excavation process. Monitoring will occur under the direction of the archaeologist and will continue at the discretion of the archeologist. Equipment stoppages will only involve those pieces of equipment that have actually encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers all portions of the construction site.</p>	Less than significant	Applicant and City of Ventura
N-1	<p>Interior Noise Impact: Plans submitted to the Inspections Services Division for purposes of obtaining building permits should illustrate that residences along Harbor Blvd. will ultimately be constructed to include the following:</p> <ul style="list-style-type: none"> a) Windows facing the street shall be dual pane, laminated with a Sound Transmission Class (STC) rating of at least 35; b) Windows facing the street on multiple-family structures shall be minimized and non-opening. 	Less than Significant	Applicant and City of Ventura

	<p>c) Exterior walls facing the street shall be constructed of staggered wood studs, or equipped with a resilient channel between the studs and wallboard, or any other wall system with an STC rating of at least 45;</p> <p>d) Exterior doors facing the street shall be of a sound insulating design with a STC rating of at least 38; and</p> <p>e) All exterior doors and windows shall be installed with proper weather stripping.</p> <p>f) Roof construction of concrete tile with 15/32-inch plywood, R-30 batt insulation in the attic, and a layer of ½-inch thick gypsum board separating the attic from living areas;</p> <p>g) All vents piercing attic space shall be faced opposite to US Highway 101 and Harbor Boulevard.</p>		
S-1	<p>Sewer System: Prior to occupancy of any residential or commercial unit, the developer shall upgrade the existing 15-inch sewer line between Manhole #2 at 2524 Bayshore Drive and Manhole #3 at 2953 Bayshore Drive to an 18-inch sewer line. The existing 15-inch sewer line from Manhole #3 at 2953 Bayshore down Coral Street to the pump station at Marina Park shall be upsized to an 18-inch sewer line. Based on the flow study prepared by Jensen Design Inc., the upsized sewer line between manhole #2 and #3 will be funded by the developer. Due to the existing deficiency, the upsizing of the segment from manhole#3 to the pump station will be a shared responsibility between the developer and the city. Upon completion of the improvements, the city will reimburse the developer for its share of the construction cost.</p>	Less than Significant	Applicant and City of Ventura
T-1	<p>Traffic Circulation: (a) Turning movements at the project driveways on Harbor Boulevard shall be restricted to right-in and right-out.</p> <p>(b) Striping improvements shall be implemented to provide a two-way left turn lane on Seaward Avenue in front of the site.</p>	Less than significant	Applicant and City of Ventura
T-2	<p>Pedestrian Safety: The intersection of Seaward Avenue and Pierpont Boulevard shall be modified to incorporate traffic calming features. This could include some or all of the following features:</p>	Less than significant	Applicant and City of Ventura

	<ul style="list-style-type: none"> - Intersection bulbouts to reduce crossing distances; - A reduction in width of the eastern approach of Seaward Avenue, if deemed appropriate by the City Engineer; - Textured intersection pavement; - Pedestrian scale lighting at the intersection; landscaped planters at the intersection to focus drivers attention on slowing speeds; - A flashing red signal. 		
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Attachments:

- A. Initial Study/MND EIR #2516
 - a. Vicinity Map
 - b. Reduced Set of Plans
 - c. Air Pollution Emissions Calculations
 - d. VECD Remedial Action Completion Certification
 - e. Noise Study
 - f. Traffic Analysis
 - g. Sewer System Analysis



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**INITIAL STUDY
MITIGATED NEGATIVE DECLARATION #2516**

Project Title: Anastasi Development at South Seaward Ave. and Harbor Blvd.
Applicant: Anastasi Development Company, LLC
Case #'s: LD-1032, CDP-543, AM-4930, ARB-3080

August 2010

II. INTRODUCTION:

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

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

CITY OF VENTURA

III. INITIAL STUDY CHECKLIST FORM

1. **Project Title:** Anastasi Development at Seaward Ave. and Harbor Blvd.
2. **Lead Agency Name and Address:** City of Ventura, Planning Division, 501 Poli Street, Ventura, CA 93001.
3. **Contact Person and Phone Number:** Iain Holt, Senior Planner, 805-654-7752
4. **Project Location:** Northwest corner of South Seaward Avenue and Harbor Boulevard.
5. **Assessor Parcel Numbers:** 081-0-054-030, 076-0-010-235
6. **Project Applicant/Name and Address:** Anastasi Development Company, LLC, 511 Torrance Boulevard, Ste. 101, Redondo Beach, CA 90277
7. **Land Use Characteristics and Adjacent Land Use:** Vacant site/ Residential to the west, commercial strip center to the south, Wells Road and Ventura County Golf Course to the west, and vacant land to the north.
8. **General Plan Land Use Designations:** Planned Coastal Mixed Use Development
9. **Zoning:** C-M-X-D
10. **Project Description:** The mixed-use development includes 6,691 square feet of restaurant/café, 13,923 square feet of commercial retail, and 138 residential condominium units comprised of 64 two & three bedroom units, 64 one-bedroom units and 10 live-work units located on a 5.62-acre vacant site. The project incorporates the combination of residential townhouses in courtyard configuration and mixed-use commercial block buildings that range from 2 to 4 stories in height. On site street circulation street connects Harbor Boulevard and Seaward Ave while also providing access to two subterranean garage levels providing 480 parking spaces. The development provides numerous open space opportunities by 0.25-acre central green, plaza areas, courtyards and publicly accessible paths through the site.

Discretionary Permits and Approvals Required:

Tentative Parcel Map

Coastal Development Permit

2 Administrative Variances (Increase of Maximum Height, Decrease minimum drive aisle width)

Design Review

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

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

V. CONCLUSION AND ACTION.

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must

	analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Print Name

Title

VI. EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must

describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

VII. ENVIRONMENTAL IMPACT EVALUATION.

A. Aesthetics:

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

Impact Discussion:

1. The proposed project would alter the visual character of the plan area by resulting in the development of a vacant lot. This development would result in a substantial intensification of the urban setting of Seaward Avenue, Harbor Boulevard and Pierpont Boulevard. Following development, viewers along Harbor Boulevard and Highway 101 would see primarily multi-

family residential structures if looking to the south and west. The visually sensitive designation for Harbor Boulevard is intended to preserve coastal views of the San Buenaventura State Beach, Ventura Pier and the Pacific Ocean, which are visible when traveling westbound toward the toward the Ventura Pier along the State Beach. Most area directly inland from the beaches is already developed, which limits traveler's seashore vistas to views.

The proposed development would not interfere with the aforementioned coastal views, as the Harbor Boulevard views in the vicinity of the project are already obstructed by existing residential development to the south and commercial development to the west. Views do exist along the South Seaward Avenue towards Pierpont beach area due to the curvature of the road to the south. The proposed development would occur adjacent the northern boundary of Seaward Avenue on the outside of the road curvature. Thus, the project's effects with respect to the Seaward Avenue visual corridor and obstruction of coastal views would be less than significant.

Although some individuals may view this change as adverse, the change for this area was envisioned in the Ventura Comprehensive Plan and the recently adopted Local Coastal Plan Amendment affecting this property. As part of the project there is a height variance request to increase the maximum height of 35 feet as measured from the average grade of Harbor Boulevard. The tower element located at the corner of Harbor Boulevard and Seaward Avenue would exceed the height limit by 26 feet 4 inches, which is cylindrical in shape with a base of approximately 30 feet in diameter with the upper 17 feet at approximately 10 feet in diameter. Buildings 20 & 21 would exceed the height limit by approximately 4 feet and are situated towards the interior of the site behind buildings along the street frontages. Portions of Building 5's roof elements would exceed the height by approximately 2 feet and 6 inches. These height increases are directly related to the limitations of applying the height regulations across a 5.62-acre site and the sloping frontages along Harbor Boulevard and Seaward Avenue. Furthermore the built environment of Pierpont Community already limits the existing coastal views along the Seaward Avenue and Harbor Boulevard corridors. The project has been evaluated by the Design Review Committee against the existing Citywide Design Guidelines and generally creates aesthetically pleasing architectural design elements, landscape amenities and improved streetscapes. The proposed development would not create an aesthetically offensive condition.

2. The development is. Given the above, the project would have no impact with respect to the creation of an offensive aesthetic condition.

3. The project will replace an existing unimproved lot with a mixed-use development, which incorporates several architectural styles and a tree lined streetscape with pedestrian plazas that enhance and compliment the surrounding character of the Pierpont neighborhood. The project has been evaluated per the Citywide Design Guidelines, and recommended for approval by the Design Review Committee. Under the 2002 Final Subsequent EIR, identified potential design conflicts with the past City Design Guidelines due the visibility of a perimeter wall that would line the back yards of the existing residences along Pierpont Boulevard and buffer the then proposed surface parking lot behind the mixed-use building along Seaward

Avenue. The proposed mitigation measure required that if the perimeter wall was found inconsistent with Design Guidelines, the Design Review Committee could require additional design features and/or landscaping to break the visible portions of the wall. As part of the entitlement process, the Design Review Committee will review the details of wall during the confirmation of details process. As such, the previous mitigation measure AES-2(b) has been satisfied as the final review is a recommended condition of the Design Review Committee Notice of Decision.

4. Development of the plan area would introduce street lighting and outdoor building lighting primarily associated with the commercial retail components. The courtyard housing would include incidental lighting for the purposes of illuminating walkways and stairwells serving unit access. These areas are mostly oriented away from the existing residents along Pierpont Boulevard with exception to the proposed street adjacent to the motel property to the north, which has parking lot lighting and building illumination. While this would introduce lighting onto the subject parcels not currently illuminated, this lighting would be of a character normally associated with urban development, and would be regulated for different applications through lighting standards as part of the Design Review Committee's detail confirmation review. Thus, the introduction of these sources of lighting should not adversely affect any sensitive uses in the vicinity. In addition, street lighting currently exists in the neighborhoods to the south, east, and west. Any development within the plan area would be required to conform to the development code, which provides for enhancement of exposure to light and air and includes setbacks, lot coverage, and parking lot lighting standards to ensure that new structures would not affect adjacent uses. As such, the project's impact with regard to light generation and sunlight obstruction would be less than significant.

The development would introduce new source of nighttime lighting. The potential for light and glare produced from the project could impact the single-family residences to the south as identified in the previous Subsequent EIR mitigation measures.

Mitigation/Residual Impact(s):

B. Agricultural Resources:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Convert prime, unique, or statewide importance farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use? (2005 General Plan; FEIR, 4.2-			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
Agriculture)				
2. Conflict with an existing agricultural zone or Williamson Act contract? (2005 General Plan; FEIR, 4.2-Agriculture)			X	
3. Involve other changes to the existing environment that, due to their location or nature, could result in a conversion of farmland to non-agricultural use? (2005 General Plan; FEIR, 4.2- Agriculture)			X	

Impact Discussion:

1. The subject property has not been used for agricultural purpose, nor has the property been on record of being Farmland of Statewide Importance as defined by the U.S. Soil Conservation Service Important Farmlands Inventory system. Therefore, the project would not have a significant impact on agricultural lands.

2. The project is not subject to a Williamson Act contract. The property is designated Planned Coastal Mixed Use development under the City's Comprehensive Plan and the current zoning designation is Coastal Mixed Use Development (CMXD). Thus, the project would not conflict with an agricultural land use or zoning designation. No impact would occur.

3. The property has not been used for agricultural purposes.

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

C. Air Quality:

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

Impact Discussion:

1. The project site is located within the Ventura County Air Basin and is under the jurisdiction of two air quality management agencies. The California Air Resources Board (CARB) is responsible for the control of each site's mobile emission sources, and the Ventura County Air Pollution Control District (VCAPCD) has oversight on the regulation of stationary sources. Based on the guidelines adopted by the VCAPCD on November 14, 2000, the URBEMIS 2007 software program was utilized to calculate both expected construction and operational related air emissions for the project (Attachment C).

For purposes of identifying established air quality impact thresholds, the VCAPCD considers operational air quality impacts to be significant if more than 25 pounds per day of Reactive Organic Compounds (ROC) or Nitrogen Oxides (NOx) would result from a project. Significant construction-related air quality impacts would result if fugitive dust emissions occur in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number

of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public.

Construction Related Impacts: Though the Air Pollution Control District does require mitigation for construction related impacts, the 2002 Final Subsequent EIR required mitigation for the construction related activities. Since that time the City of Ventura has adopted standard conditions that address construction related air quality.

Construction of the project would result in temporary, though less than significant, air quality impacts due to the use of heavy construction equipment and potential generation of fugitive dust. The implementation of the standard conditions of approval assure that these impacts are less than significant:

In order to reduce impacts associated with NOx emissions (a precursor to ozone) the following measures shall be implemented:

- a) Equipment engines should be maintained in good condition and in proper tune, as per manufacturer's specifications.
- b) During the smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
- c) Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible.

During clearing, grading, earth moving, or excavation operation, excessive fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust preventive measures using the following procedures:

- a) All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day and during grading and/or excavation activities.
- b) All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust.
- c) All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d) Facemasks shall be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust, which may contain the fungus that causes San Joaquin Valley Fever.
- e) The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust.

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

- a) All inactive portions of the construction site shall be seeded and watered until grass cover is grown.
- b) All active portions of the construction site shall be sufficiently watered to prevent excessive amounts of dust.

At all times, fugitive dust emissions shall be controlled using the following procedures:

- a) On-site vehicle speed shall be limited to 15-mph.
- b) All areas with vehicle traffic shall be watered periodically.
- c) Use of petroleum-based dust palliatives shall meet the road oil requirements of Ventura County APCD Rule 74.4, Cutback Asphalt.
- d) Streets adjacent to the project site shall be swept as needed to remove silt, which may have accumulated from construction activities so as to prevent excessive amounts of dust.

Operational Related Impacts: Both the project’s vehicular and non-vehicular operational related impacts were calculated using the “URBEMIS 2007 For Windows” (Version 8.7.0) software program. Non-vehicular sources include fuel combustions emissions from solvent use, propellants as well as those contained within aerosol and non-aerosol consumer products, pesticide applications and mobile utility equipment such as lawn and garden equipment. Staff’s calculations indicate the project would not exceed the VCAPCD recommended significant threshold for ROG and Nox (Attachment C). The results in Table 1 indicate project-related emissions (adjusted total) would not exceed the 25 lbs/day VCAPCD significant threshold for ROG by about 3.87 lbs and not exceed the 25 lbs/day NOx threshold by about 9.26 lbs. These calculations have been adjusted to reflect the operational mitigation measures, which take into account the pre-existing and project design conditions for mixed-uses, neighborhood serving retail, pedestrian and bicycle friendliness and parking supply. As such, the project’s daily air emissions are not considered significant.

**Table 1
Projected Daily Operational and Area Emissions**

Project Component	Emissions (lbs/day)	
	ROG	NO _x
Stationary	8.53	1.37
Mobile	18.23	21.85
Total	26.76	23.22
Adjusted Total *	21.13	15.74
<i>Threshold</i>	25	25

Source: URBEMIS 2007 v.9.2.2 (see Appendix B).

** Adjusted total reflects daily emissions based on incorporation of URBEMIS "mitigation" (residential mix of uses, local-serving retail, residential bicycle/pedestrian friendliness, non-residential mix of uses, non-residential local-serving retail, and non-residential pedestrian/bicycle friendliness). These are project characteristics, and are already included in the existing environment, as well as enhanced with development under the two projects as proposed.*

Air Quality Management Plan (AQMP) Consistency: The Ventura County AQMP relies on the most recent population estimates developed by the Metropolitan Planning Organization (MPO). The Southern California Association of Governments (SCAG) acts as the MPO for Ventura County. According to SCAG's 2004 Regional Transportation Plan (RTP) population forecasts, the projected 2025 population for the City of Ventura is 123,645. This represents an average annual growth rate of 0.78%

Based on Department of Finance, E-5 City/County Population and Housing estimates (January, 2008), the population of the City of Ventura is approximately 108,261 persons, with an average of 2.5 persons per household. The conceptual plan for the proposed project estimates 138 dwelling units or a potential for 345 persons total as a result of the proposed project. Per the Ventura County Air Quality Assessment Guidelines, the forecasted population for Ventura for 2004 is 114,000 persons, or a difference of over 9,000 persons. Therefore, this project would not result in population growth above that forecasted in the Ventura County AQMP.

2. See item one above.
3. See item one above.
4. The neighborhood use proposed would not be anticipated to generate any substantial pollutant concentrations.
5. The project would provide for a combination of mixed-use commercial and residential development. This type of development typically does not generate airborne odors with the potential to affect a substantial segment of the population. Any odors generated from the project would be similar to those generated by the existing surrounding residential and commercial uses. As such, the proposed project would not result in impacts associated with objectionable odors.

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

D. Biological Resources:

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

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (MCDC, GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X

Impact Discussion:

1-6) The project site area is a vacant site identified as predominantly urban with some barren areas in the 2005 General Plan EIR. The project site does not contain any known species that are considered unique, rare, threatened, or endangered or nor is the site considered critical habitat. The surrounding area contains no wetland, riparian habitat, or native plant or animal community.

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

E. Cultural Resources:

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

Impact Discussion:

1. The subject property is not identified as a historic property nor constitutes any historic resources.

2. Based on a review of available cultural resources maps, the project site is identified within a Sensitive Native American Resources area. The proposed project is not anticipated to result in significant impacts to archaeological resources and human remains, if implementation of the mitigation measures provide an added level of assurance that the project will have a less than significant impact. However, there still remains the potential to encounter significant belowground cultural resources and mitigation measures are proposed to reduce the potential discovery of resources to a less than significant level.

3. The site is not know to contain paleontological resources, nor are there currently unique geologic features on the property. The mitigation measures proposed for this section would suffice in the advent such resources were encountered.

4. The proposed project is not located within the proximity of existing cemeteries or burial

grounds.

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

C-1 If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

C-2 The applicant shall retain the services of a Native American monitor to inspect grading activities associated with project construction. Whenever the Native American monitor suspects that potentially significant cultural resources have been encountered, the piece of equipment that encounters the suspected deposit will be stopped, and the excavation inspected by an archaeologist. If the suspected cultural resources prove to be non significant or non cultural in origin, work will recommence immediately. If the suspected cultural resources prove to be part of a significant deposit, all work should be halted in that location until the Community Development Director reviews and approves a mitigation measure having an equal effect in reducing the likely impact below the threshold of significance for the newly discovered resource.

Monitoring will consist of the Native American monitor watching the major excavation process. Monitoring will occur under the direction of the archaeologist and will continue at the discretion of the archeologist. Equipment stoppages will only involve those pieces of equipment that have actually encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers all portions of the construction site.

F. Geology and Soils:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo			X	

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

Impact Discussion:

1-4. The City of Ventura lies in a highly active earthquake region and is subject to various seismic and geologic hazards. The entire planning area of Ventura is subject to severe groundshaking from a number of faults in the region. The Ventura-Foothill Alquist-Priolo is the nearest known fault zone to the project area, located approximately 1.25 miles away and it trends east to west across the northern section of the city near the base of the foothills. Properties along this fault have the highest potential for surface rupture in the city. Also to the

south, approximately 1.5 miles is the Oak Ridge fault, which thousands of feet of subsurface displacement but is poorly defined at the surface and is considered at least potentially active and probably active. Ground shaking and surface rupture could damage structures and/or create adverse safety conditions. However, compliance with City policies, in combination with the requirements of the California Building Code and the Aliquist-Priolo legislation, would reduce the risk associated with ground shaking and surface ruptures to a less than significant level.

The proposed project is located within an area not subject to subsidence/landslide. The project is located in an area known to have moderately expansive soils and within a liquefaction hazard area as identified within the 2005 General Plan EIR. Based on the Geotechnical Investigation prepared by NorCal Engineering, the site soil conditions have low potential for liquefaction due to the dense and stiff nature of the subsurface soils below the high water table. However, the assumptions of that investigation did not include the current design with subterranean parking. Regardless, the Building and Safety Division would implement standard conditions that would effectively mitigate this issue area via compliance with California Build Code and require that a complete geotechnical investigation report to be completed, which include specific foundation design recommendations and recommendations for dewatering. The development proposal would result in substantial grading associated with the subterranean parking garage and changes in natural topography since the area in question is relatively level; consequently, no impacts are therefore anticipated.

The upper fill soils within the project site are identified as soft, damp with small gravel sandy to clayey silts, which were encountered in depths from 1 to 2 feet. The natural soils were dark grey, stiff and moist clayey silt exhibit a moderate swell potential (Expansion Index of 45 to 60). The clayey soil, in its present condition, poses moderate hazards to construction in terms of possible post-construction movement of the foundations and floor systems if no mitigation measures are employed.

Based on the foregoing and the further evaluation of a full geotechnical evaluation in conjunction with the grading and building foundation design at the time of grading plan review, the project does present any significant impacts to the Geology and Soils of the site.

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

G. Greenhouse Gas Emissions:

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

Impact Discussion:

1. Determining how a project might contribute and the overall effect of the individual project to Global Climate Change remains an ongoing debate. Currently there are no approved thresholds or methodologies currently available for determining the significance of a project's potential contribution to global climate change in CEQA documents. An individual project, other than a massive regional construction project associated with energy production or transportation system, does not generate sufficient GHG emissions to directly influence global climate change. Examples of projects that are likely to exceed a threshold for GHG's include significant expansion of airports and harbors, major metropolitan redevelopment, large scale conversion of farmland and forests, large scale dairy farming, and large scale strip mining and timber harvesting activities. This issue related to Global Climate Change analysis is whether the project contribution towards a cumulative impact is cumulatively considerable.

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

The project represents the implementation of the General Plan's smart growth and new urbanist goals of infill mixed-use development, which could be categorized as a "green list" project. The project would implement smart growth and urbanism concepts to create a mixed-use development zone and urban infill development, which could be categorized as a

green list project according to CAPCOA.

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

2. The California Air Resource Board is projected to have regulations in place by January 2011.

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

H. Hazards and Hazardous Materials.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (2005 GP – Our Safe Community)				X
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (2005 GP – Our Safe Community)			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (2005 GP – Our Safe Community)			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (http://www.envirostor.dtsc.ca.gov/public)			X	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (2005 GP – Our Safe Community)				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (2005 GP – Our Safe Community)				X
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2005 GP – Our Safe Community)			X	
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (2005 GP – Our Safe Community)				X

Impact Discussion:

1. The project would not involve transport, use or disposal of hazardous materials, nor would it create a significant hazard to the public, produce any accidents or conditions involving the

release of hazardous materials into the environment. The storage of hazardous materials, in quantities sufficient to present a significant hazard to the public or environment would not result from the project.

2. Based on the analysis contained within the previous Final Subsequent Environmental Impact Report (State Clearinghouse No. 1990091088), the site previously contained a Unocal gasoline service station. Remediation of gasoline-contaminated soil was conducted in 1996 and 1997. Risk assessments were conducted following remediation to demonstrate that residual levels of gasoline present in the soil and groundwater would not pose a health risk to future site users. In November 1998, Ventura County Environmental Health Division (VCEHD) issued a closure letter for the site. Additional site assessment in May 2000, indicated contaminants were present and VCEHD reopened and continued assessment and further remediation. In March 2005, the VCEHD confirmed the completion of the site investigation and corrective action for the underground storage tanks on the site (Attachment D). This confirmation effectively addressed mitigation measures required under the Final Subsequent Environmental Impact Report; 1) requiring additional site assessment, remediation, and risk analysis subject to the review and approval of the VCEHD and 2) if additional remediation is required as a result of mitigation #1, a hazardous materials management plan reviewed and approved by the VCEHD is required. As a note, there were remnants of plastic drums of industrial cleaning agents and waste oil were observed on the subject property; however, there are no impacts associated with the remains.

3. Pierpont Elementary School is the closest school, which is beyond the 0.25 mile distance and located 0.37 miles from the site. However, the results of the VCEHD report that any of the previously hazardous or toxic materials on the subject property have been mitigated. Therefore, no impact would result within the vicinity of the public institution.

4. The site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, therefore does not represent a significant threat to the public or environment.

5. The subject property is not located in the vicinity of a designated airport land use, nor is within a two-mile radius of a public airport; therefore, no hazards are known to impact public safety.

6. The subject property is not located within a vicinity of a private airstrip.

7. The subject property and proposed development would not conflict or otherwise interfere with emergency response or emergency evacuation plans. No development or uses would conflict with existing evacuation routes.

8. The subject property does not identify any neighboring wild lands that would be subject to wildland fires. Therefore, no impact would result to threaten public safety and amenities.

Mitigation/Residual Impact(s): Based on the above discussion, the project would have no impact with regard to Hazards and Hazardous Materials. Therefore, no mitigation measures

are required.

I. Hydrology and Water Quality:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Violate any water quality standards or waste discharge requirements?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
4. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
5. Otherwise substantially degrade water quality?			X	
6. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
7. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			X	
8. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
9. Inundation by seiche, tsunami, or mudflow?			X	

Impact Discussion:

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

The project will be subject to the standard conditions that require the development to obtain a National Pollution Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, and comply with the County-wide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). With regard to the increase in erosion potential, the 2000 Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requires proposed developments to “control the post-development peak storm water runoff discharge rates to maintain or reduce pre-development downstream erosion and to protect stream habitat.” This affects both large and small storm water flows. Compliance with the aforementioned SQUIMP will address the projects impacts to the Brown Barranca.

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

included as an attachment to the permit. The two primary municipal permit objectives are to:

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

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

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

3. The project area is surrounded on three-sides by an established urban environment. Although the proposed change of use from vacant land to commercial and mixed-use residential uses will result in an increase in the amount of impermeable surfaces, which will in turn alter the amount of surface water and the course and/or direction of on-site drainage, new construction will be required to comply with standard City conditions regulating stormwater runoff to ensure that the construction would have a less than significant impact with regard to the issue of stormwater quality. Stormwater issues were discussed in more detail in the Utilities and Service Systems section.

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

5. The project would not result in any direct impact with regard to the degradation of water quality since it would utilize City water, and additionally the project site is not known to be a contributor to the aquifer.

6. According to the 2005 General Plan FEIR, the project area is not located within a 500-year flood plain, a 100-year flood plain, or a floodway. The flood boundaries utilized in this map are derived from the September 1986 and August 1987 Flood Insurance Rate Maps (FIRM) compiled for the Federal Insurance Administration to implement the

National Flood Insurance Act. Therefore, the project will not place any structures within a flood hazard area and no impacts are anticipated.

7. See the discussion under items six above.

8. See the discussion under items six above.

9. The project site is located within a Tsunami Hazard Zone, which would pose risks from potential tsunami occurrences. The Seismic Sea Wave Warning System (SSWWS), directed by the U.S. Coast Guard is the primary source of tsunami detection. The Ventura Fire Department has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multi-hazard Functional Response Plan that addresses the city's responses to emergency situations associated with natural disasters. The project addressing will be incorporated within the system as a standard condition of being located within the Tsunami Hazard Zone, thus the previous mitigation measure GEO-5 would no longer be necessary due the establishment of the SEMS. The continuing participation in the SSWWS and maintenance of the SEMS would reduce impacts related to tsunami risk to less than significant.

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

J. Land Use and Planning:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Physically divide an established community?				X
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Impact Discussion:

1. The project area is situated within the Pierpont Beach community area.
2. Both projects comply with the provisions of the Planned Mixed Use Development land use designation and the Coastal Mixed Use Development Zoning District.
3. There is no City of Ventura Habitat Conservation, but the General Plan contains policies protecting existing wetland and riparian areas. The project does not include any such area subject to the conservation policies of the General Plan.

Mitigation/Residual Impacts: None.

K. Mineral Resources:

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

Impact Discussion:

1-2. The subject site is not situated in an area that contains petroleum or aggregate resources or any other known mineral resources per the 2005 General Plan EIR. The 2005 General Plan FEIR does not identify the site as a designated mineral resource recovery site.

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

L. Noise:

Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Impact Discussion:

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

The City’s Noise Map indicates the project site in the vicinity of the Highway 101 and is located within the 65-dBA through 70-dBA contours.

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

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

According to the Noise Element, the proposed residential and retail development uses are not considered “sensitive” noise receptors. Other similar uses in the vicinity are not significantly impacted by the adjoining freeway and industrial noise.

Under the previous Pierpont Village Project Subsequent EIR and the Comprehensive Plan identified the site within the 60-65dba noise contour. Rincon Consultants prepared an updated analysis of the onsite noise conditions, model existing and future exterior noise conditions, estimated interior noise levels, and compared them against the city standards and the 2002 Subsequent Environmental Impact Report (Attachment E). In summary, five 20-minute field measurements were taken at two locations at Harbor Blvd. and Seaward Ave. and further south on the Seaward Ave. frontage at morning (7:00 am –8:00am) and evening (5:00pm-6:000pm) peak traffic hours.

**Table 1
Existing Noise Levels on the Project Site**

Location	Time Period	Noise Level dBA (Leq)
Southern corner of project site adjacent to Seaward Avenue	7:39 a.m.	61.3
	5:00 p.m.	60.6
Interior of the site	5:28 p.m.	57.2
Northern corner of the project site adjacent to Harbor Blvd.	8:03 a.m.	65.9
	5:51 p.m.	63.9

Source: Noise Impact Studv. Rincon Consultants April 2010.

Based on the findings of the measurements, the nearest proposed residences to Harbor Blvd. would be exposed to exterior sound levels of up to 66 dBA CNEL, and these levels are projected to increase to 72 dBA CNEL, at the second floor, under 2025 conditions. The project design orients the usable outdoor space towards the interior of the project so the

building configurations attenuate traffic noise in accordance with the previous mitigate measure N-4(b). In order to comply with the interior noise thresholds based on the findings of the new analysis and in keeping with the intent of previous mitigation measure N-4(a), new interior noise mitigation is recommended.

2. The proposed project is not known to generate any excessive ground borne vibration or noise levels. The primary vibration source generally associated with the development of buildings results from the use of various equipment utilized during construction of foundations.

3. The proposed project is not known to generate a permanent increase in noise levels. The primary vibration source generally associated with the development of buildings results from the use of various equipment utilized during construction of foundations.

4. The subject property is currently vacant. As such, construction of the proposed development for residential and retail uses on the subject property would create temporary noise associated with construction activity. However the grading and building construction would subject to the City's Noise Ordinance, limiting construction to the daytime hours. Therefore, the existing development is not known to generate temporary or periodic increase in noise levels.

5-6. The subject property is not located in the vicinity of a designated airport land use, private airstrip, nor is within a two-mile radius of a public airport; therefore, no impact is known to public safety.

Mitigation/Residual Impact(s): Based on the above discussion, the project would have a potentially significant impact with regard to Noise unless mitigated. Therefore, the following mitigation measure is required.

N-1 Interior Noise Impact: Plans submitted to the Inspections Services Division for purposes of obtaining building permits should illustrate that residences along Harbor Blvd. will ultimately be constructed to include the following:

- a) Windows facing the street shall be dual pane, laminated with a Sound Transmission Class (STC) rating of at least 35;
- b) Windows facing the street on multiple-family structures shall be minimized and non-opening.
- c) Exterior walls facing the street shall be constructed of staggered wood studs, or equipped with a resilient channel between the studs and wallboard, or any other wall system with an STC rating of at least 45;
- d) Exterior doors facing the street shall be of a sound insulating design with a STC rating of at least 38; and
- e) All exterior doors and windows shall be installed with proper weather stripping.

- f) Roof construction of concrete tile with 15/32-inch plywood, R-30 batt insulation in the attic, and a layer of ½-inch thick gypsum board separating the attic from living areas;
- g) All vents piercing attic space shall be faced opposite to US Highway 101 and Harbor Boulevard.

M. Population and Housing:

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

Impact Discussion:

1. According to the Department of Finance estimates, population within the City of Ventura was estimated to be 100,916 persons in the year 2000, and 108,261 persons as of January 1, 2008. A proposed project will have a significant impact to population and housing if implementation would cumulatively exceed official regional or local population projections; induce substantial growth in an area either directly or indirectly; or displace existing housing, especially affordable housing. The City of Ventura is located within the regional planning area of the Southern California Association of Governments (SCAG), and Ventura Local Planning area of the Ventura Air Pollution Control District. The Southern California Association of Governments 2004 Regional Transportation Plan establishes adopted growth forecasts for local jurisdictions within the Southern California region. The adopted regional forecast for the City of Ventura is 101,002 persons by the year 2000, 109,087 persons by the year 2005, and 116,247 persons by the year 2010. The Ventura County Air Pollution Control District adopted population projection for the Ventura local planning area is 114,000 persons.

by the year 2004, and 115,000 by the year 2005. The proposed project consists of 78 dwelling units as a part of the mixed-use development. As a result, population increase would not exceed regional or local growth projections. Therefore, no significant impacts to population are expected.

2. There is no presence of residential development on-site. Therefore, no impact would result to displacing existing residential development.

3. The proposed development has not identified any displacement of current personnel on the site. Therefore, no impact is associated to the residing people or community.

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

N. Public Services:

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

Impact Discussion:

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

2. The Ventura Police Department (PD) provides a law enforcement and police protection force within the jurisdictional boundaries of the City of San Buenaventura. According to the 2005 City of Ventura General Plan FEIR, the City maintains staffing levels of 1.21 police

officers per 1,000 residents, which is lower than that of Santa Barbara and Oxnard. The 2005 General Plan includes policies to improve community safety through enhanced police service. Action 7.15 specifically provides for increased staffing as necessary to serve the community, in addition to increasing community participation and researching funding options for police services. The City of Ventura Police Department (VPD) provides law enforcement services in the incorporated City. VPD headquarters is located at 1425 Dowell Drive.

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

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

3. According to the 2005 General Plan EIR concluded that growth impacts from the new school facilities stated by the General and Specific plans identified less than significant citywide. Based student generation rates contained in the 2005 General Plan, development of 138 residential units would generate 30 elementary age students (0.22 elementary school students per unit), 12 middle school students (0.09 middle school students per unit), and 15 high school students (0.11 high school students per unit). The Ventura Unified School District (VUSD) provides public educational services throughout the Ventura planning area. District schools are organized as kindergarten through fifth grade elementary schools, sixth through eighth grade middle schools, and ninth through twelfth grade high schools. The District has divided the City into four geographic attendance areas to direct a student's progression from elementary to high school: West Side, Midtown, Montalvo, and East End. The plan area is located within the Midtown area of the school district. All elementary schools, except one, serve a specific attendance area of one or more neighborhoods; the exception is Mound School, which is a District-wide math magnet school.

Based on geographic location, students within the plan area would attend Pierpont Elementary, which is operating at 103% of capacity (VUSD, "Room Use Analysis" Statistics (2008/2009)). The addition of 30 students at this school would exceed the 267-student capacity by 39 students and result in operation at 115% of capacity. The addition of 12 middle school students would bring enrollment at Cabrillo Middle School to 1052 students (closest school to the project area), and operation at 87% of that school's 1,204-student capacity.

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

4. The General Plan does not anticipate the provision of parkland at the project site. As a requirement of the Coastal Mixed Use Zoning for the site, the project does incorporate public open space in the form of a park and plaza areas. However, the project will be required to pay park fees to the City for regional park needs. Therefore, for these reasons, the project would have no impact with regard to parkland.

5. The project would utilize no 'other governmental services,' and, as such, no impact would result.

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

O. Recreation:

Would the project result in a need for new systems or substantial alterations to the following utilities:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Impact Discussion:

1: The City has the recently developed Community Park located at Kimball Road and Telephone Road, which provides facilities for a wide variety of organized field sports and swimming sports. The Marina Park (City) & San Buenaventura Beach State Park are closest parks (w/in ¼ mile). The project does include a 0.25-acre park area specified for neighborhood recreation. The project would pay the required Parkland Dedication Ordinance (Quimby) fees, Park Facility Fees and Service Area Park Fee.

2: The project provides a 0.25-acre park as well as other publicly accessible open space as part of the CMXD zoning requirements for open space. This includes public plaza areas for business patrons, in addition to semi-private outdoor areas for residents.

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

P. Transportation and Traffic.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards and travel demand measures, or other standards established by county congestion management agency for designated roads and highways?			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
5. Result in inadequate emergency access?			X	
6. Conflict with adopted policies, plans or programs supporting alternative transportation?			X	

Impact Discussion:

1-2. The 2005 General Plan EIR identifies for the Seaward Avenue and Harbor Boulevard intersection a current Existing Intersection Utilization Capacity Utilization Level Of Service A (0.59) and projects the 2025 Intersection Capacity Utilization as LOS B (0.70). This is based on the build out assumptions of vacant land use within the area.

The two prior traffic analyses in 1999 EIR and 2002 Subsequent EIR evaluated the impacts of proposed development on the subject site. Those analyses used different modeling techniques and slightly different project descriptions. As such several of the mitigation measures are not longer required as part of the current General Plan policies. A comparison analysis of the previous EIR's, new General Plan modeling by Austin Foust Associates, Inc. and current project description are contained within the Attachment F. The following is a table describing the General Plan trip count assumptions versus the project trip generation.

GENERAL PLAN GROWTH ASSUMPTION

Land Use	Size	Average Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
Apartments	50 DU	6.63	332	0.51	26	0.62	31
Condominiums	50 DU	5.86	293	0.44	22	0.52	26
High Retail	30 TSF	83.86	2516	2.03	61	7.64	229
TOTAL			3141		109		286

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

PROPOSED PROJECT TRIP GENERATION

Land Use	Size	Average Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
Condominiums	138 DU	5.86	809	0.44	61	0.54	75
Restaurant	6.7 TSF	89.95	603	0.81	5	7.49	50
Neighborhood Retail	13.9 TSF	104.77	1456	2.60	36	9.46	131
TOTAL			2868		102		256

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

Net Decrease in TOTAL		-273	-7	-30
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Based on the foregoing, the project would not generate impacts that exceed the build out assumptions of the 2005 General Plan and the project analysis.

Though the trip generation does not exceed the assumptions of the General Plan build out for the site, pedestrian traffic would benefit from improved safety at the intersection of Seaward Avenue and Pierpont Boulevard. There are important pedestrian destinations in both directions, including existing and proposed commercial uses and the beach, so significant pedestrian safety impacts could still occur at that intersection. Mitigation measures would be required in enhancing the pedestrian connectivity in combination with traffic calming measures.

Furthermore, turning movements in and out of the project site from Harbor Boulevard have the potential to impact traffic due to the proximity of Harbor Boulevard and Seaward Avenue intersection. This is due to the high speeds of traffic, curvature and grade of Harbor Boulevard, left turns into and from the site would be unsafe. As such, modified mitigation from the previous EIR is recommended for the turning movements.

Given the foregoing and incorporation of mitigation measures, the project would have a less than significant impact on the traffic circulation system.

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

4. The proposed project does not introduce any road design features or improvements that would increase hazards. The project provides the necessary frontage improvements and turn lanes appropriate for safe turning movements for site ingress and egress. The improvement of the Seaward Avenue frontage with on-street parking and the traffic calming improvements at the intersection of Seaward Avenue and Pierpont Boulevard would create traffic calming transition into the Pierpont Community to the south from the Harbor Boulevard and Highway 101 related traffic.

5. The proposed project as submitted contains an adequate fire access in terms of emergency access to buildings through use the proposed interior streets. Therefore, the project would result in inadequate emergency access.

6. The project including 128 condominium units, 10 live/work units, 6,691 square feet of restaurant/cafe and 13,923 square feet of commercial spaces requires 432 parking spaces. The CMXD zone also includes an additional 10% allocation of the total required spaces (43 spaces) be provided for public coastal access purposes. The project provides 480 parking spaces within the parking garages and interior surface streets that exceed the required 475 spaces per the zoning regulations. Therefore, the project would have no impact to existing or required parking. The project provides more than the required parking, all the required bicycle facilities and could in the future implement shared transportation amenities in the future. The project is situated along on existing Gold Coast Transit bus route along Harbor Boulevard. The commercial project provides plaza areas that accommodate bicycle racks that exceed the code requirements. As such the project does impact any policies in regards to alternative transportation options.

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

T-1 (a) Turning movements at the project driveways on Harbor Boulevard shall be restricted to right-in and right-out.

(b) Striping improvements shall be implemented to provide a two-way left turn lane on Seaward Avenue in front of the site.

T-2 The intersection of Seaward Avenue and Pierpont Boulevard shall be modified to incorporate traffic calming features. This could include some or all of the following features:

- Intersection bulbouts to reduce crossing distances;
- A reduction in width of the eastern approach of Seaward Avenue, if deemed appropriate by the City Engineer;
- Textured intersection pavement;
- Pedestrian scale lighting at the intersection; landscaped planters at the intersection to focus drivers attention on slowing speeds;
- A flashing red signal.

P. Utilities and Service Systems.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.13)			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.13)			X	
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.8 and 4.13)			X	
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.13.1)			X	
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the providers existing commitments? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.13)			X	
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.11.f)			X	
7. Comply with federal, state, and local statutes and regulations related to solid waste? (2005 GP			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
Our Sustainable Infrastructure; GP FEIR, 4.11.f)				

Impact Discussion:

1. The additional demand of the projects on area utilities and service systems have been anticipated in the General Plan. City Public Works Department staff confirms that existing water infrastructure is adequate to accommodate the proposed development.
2. Development within the plan area would connect to the City wastewater system. Connection points for wastewater disposal would be at the existing service line in Seaward Avenue.

Jensen Design & Survey, Inc. prepared a sanitary sewer flow capacity Study, which analyzed sewer capacity at three manhole locations. MRC Technologies conducted in-situ flow tests on the existing system Manhole #1 Pierpont Blvd. and Seaward Ave., Manhole #2 at 2524 Bayshore Avenue and Manhole #3 at 2953 Bayshore Avenue. (*Attachment G*). The analysis shows that the existing 15" VCP in Bayshore Avenue at Manhole #2 is at 50% flow depth capacity and Manhole#3 is at 74% flow depth capacity, and additional project flows will increase that to 55% and 81%. To address the undersize pipe in the area of Manhole #3 Jensen Design & Survey recommends that the 15" sewer in Bayshore Drive starting from Peninsula Street down through the Coral Street extension up the pump station located at the entrance of Marina Park. This data is assumed to have further impacts downstream to the existing 15" VCP from Manhole #3 to the 21" VCP at Pierpont Blvd. and Coral sewer lift station at the Marina Park. Mitigation would be necessary prior to project's occupancy to ensure that there are no impacts the sewer system. Thus, the project's impact to wastewater disposal is less than significant with the proposed mitigation measure.

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

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

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

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

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

4. Citywide water sources include the Lake Casitas, Ventura River, the Mound Groundwater Basin, the Oxnard Plain Groundwater Basin, the Santa Paula Groundwater Basin, and the Saticoy County Yard Well currently planned for operation in late 2009 (Water Supply Assessment, 2008). Plan area development would utilize City water. Significant impacts would result if sufficient domestic and/or fire protection water supply was not present to serve the project's current and long-term needs. The WSA (2008) indicates the total water available for City use to be 29,900-acre feet/year (AFY) in 2010.

The water supply service area includes the City of Ventura and unincorporated areas served by the City (2005 UWMP). The City's population projections are based on 2005 California Department of Finance data with application of a 0.88% growth rate (2005 UWMP). The unincorporated service area population projections are based on a 2005 customer count with a growth rate of 0.35% (2005 UWMP). The water service area population is anticipated to be 114,629 in 2010 (WSA, 2008). Based on a per capita rate of 0.18 AFY, water demand in 2010 would be 20,633 AFY ($0.18 \times 114,629$). The projected supply of 29,900 AFY minus the 2010 projected demand of 20,633 AFY indicates there is a surplus of 9,267 AFY. Thus, project demand of 62.1 AFY could be served by the excess supply of 9,267 AFY.

City Public Works Department staff confirms that existing water infrastructure is adequate to accommodate the proposed development. The Seaward Avenue Highway 101 waterline project has been completed so that the project would overburden the system. Furthermore

the project incorporates drought tolerant landscaping in a an effort to reduce the overall water usage for the project.

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

5. See discussion in No. 2.

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

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

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

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

The project would generate an estimated 345 new residents; therefore, based on a per capita rate of 0.0096 tons/day per person, it would generate approximately 3.3 tons per day. However, the City diverts 70% of this solid waste through source reduction programs such as recycling; therefore, the amount sent to area landfills would be approximately 0.6 tons per day. Estimates from the 2005 General Plan indicate that there is currently 350 tons of combined capacity at the Toland Road landfill and the Simi Valley Landfill. Thus, the

project's contribution of 4.7 tons per day is well within the existing capacity and the impact to solid waste disposal is less than significant.

7. See discussion No.6.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have potentially significant impacts with regard to the utilities and services issue area, specifically sewer services. Therefore, the following Mitigation Measures are necessary to reduce the identified impact below the threshold of significance.

S-1 Prior to occupancy of any residential or commercial unit, the developer shall upgrade the existing 15-inch sewer line between Manhole #2 at 2524 Bayshore Drive and Manhole #3 at 2953 Bayshore Drive to an 18-inch sewer line. The existing 15-inch sewer line from Manhole #3 at 2953 Bayshore down Coral Street to the pump station at Marina Park shall be upsized to an 18-inch sewer line. Based on the flow study prepared by Jensen Design Inc., the upsized sewer line between manhole #2 and #3 will be funded by the developer. Due to the existing deficiency, the upsizing of the segment from manhole#3 to the pump station will be a shared responsibility between the developer and the city. Upon completion of the improvements, the city will reimburse the developer for its share of the construction cost.

Q. Mandatory Findings of Significance:

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
3. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Findings Discussion:

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

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

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

Planning Research to promulgate guidelines for the analysis of Green House Gases by July 2009.

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

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

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

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

3. Project implementation would not result in operational air quality effects relating to the generation of ozone precursors NO_x and ROG in excess of the 25 lbs/day threshold. Based on the information contained in this Initial Study, and inclusion of the above mentioned mitigation measures, the proposed project does not have the potential to directly or indirectly cause substantial adverse impacts on humans.

VIII. CIRCULATE TO THE FOLLOWING AGENCIES/PERSONS:

VENTURA COUNTY

Agricultural Commissioner	<input type="checkbox"/>	Ventura County Clerk/Recorder* (hand deliver – 1 original, 4 copies)	<input checked="" type="checkbox"/>
Ventura County Watershed Protection District*	<input checked="" type="checkbox"/>	Local Agency Formation Commission (LAFCO)	<input type="checkbox"/>
County of Ventura Resource Management Agency, Attn: Planning* Director (1 hard copy, 6 CDs)	<input checked="" type="checkbox"/>	Ventura County Transportation Commission* (VCTC)	<input checked="" type="checkbox"/>

ADJACENT COUNTIES

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

ADJACENT CITIES

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

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

LIBRARIES

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

STATE AGENCIES

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

FEDERAL AGENCIES

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

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

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

*Indicates agency/person always receives notice.

IX. LIST OF REFERENCES:

These references, and those previously cited within the text of this Initial Study/Environmental Assessment, are intended to provide a list of Supporting Information Sources and/or evidence staff has relied upon in completing this document and in reaching the conclusions contained herein. In addition, the materials that were submitted by the applicant have also been used in completing this document.

If any person or entity reviewing this Initial Study/Environmental Assessment has a question regarding the supporting information source and/or evidence, they may contact the staff planner at the address and telephone number noted on the front page of this document during the public review period.

- A. General Plan, including all technical appendices, maps, and the Final Environmental Impact Report prepared and certified therefore - City of San Buenaventura, 2005.
- B. Zoning Ordinance, including all maps and the Negative Declaration (EIR-2010) prepared and adopted therefore - City of San Buenaventura, 1992.
- C. Annual Transportation Report, Technical Appendix – City of San Buenaventura, April 2002
- D. Countywide Solid Waste Management Plan - Ventura County Solid Waste Management District, 1985.
- E. Air Quality Mitigation Program - City of San Buenaventura, 1993.
- F. Noise Ordinance - City of San Buenaventura.
- G. Federal Emergency Management Agency (FEMA) MAPS, 1987.
- H. California Building Code, 2007
- I. Department of Toxic Substances Control. Hazardous Waste and Substances Map. Available Online at <http://www.envirostor.dtsc.ca.gov>
- J. Ventura County Air Quality Assessment Guidelines. 2004.

- K. City of Ventura Harbor-Seaward Project, Final Environmental Impact Report, State Clearinghouse No. 98091088, October 1999
- L. City of Ventura Pierpont Village Project, Final Subsequent Environmental Impact Report, State Clearinghouse No. 1998091088, February 2002
- M. NorCal Engineering, Geotechnical Engineering Investigation for Residential/Retail Development, April 14, 2000
- N. Rincon Consultants, Inc., Noise Study for Pierpont Village Development Project, April 9, 2010
- O. City of Ventura Memorandum, V. S. Chandrashaker, Anastasi Development Company Project August 12, 2010.
- P. Jensen Design & Survey, Inc., Sewer System Analysis Harbor Boulevard & Seaward Avenue, August 4, 2010
- Q. Jensen Design & Survey, Inc., Saticoy Village Specific Plan Preliminary Hydrology Report, July, 2010
- R. County of Ventura Resource Management Agency, Environmental Health Division, Remedial Action Completion Certification for 955 Seaward Avenue, Robert Gallagher March 23, 2005

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

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

XI. RECOMMENDED MITIGATION MEASURE AND RELATED REPORTING MONITORING PROGRAM:

The Mitigation Measure(s), including the Reporting/Monitoring Program, adopted for Case No. EIR-2516, filed by Anastasi Development LLC with the City of San Buenaventura having lead agency status, shall be fully complied with. The measures shall be included as conditions of required permit action, and compliance would

result in potential impacts reduced to a level of less than significant and there would be no residual impacts from the proposed project.

C-1 If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

MONITORING:

Implementation Responsibility: Applicant and City of Ventura

Timing: During construction

Monitoring Division: Building and Safety Division, Land Development Division, & County of Ventura Coroner

Funding: Applicant

Standard for Success: Cease of construction if remains discovered and recommence upon County Coroner approval.

C-2 The applicant shall retain the services of a Native American monitor to inspect grading activities associated with project construction. Whenever the Native American monitor suspects that potentially significant cultural resources have been encountered, the piece of equipment that encounters the suspected deposit will be stopped, and the excavation inspected by an archaeologist. If the suspected cultural resources prove to be non significant or non cultural in origin, work will recommence immediately. If the suspected cultural resources prove to be part of a significant deposit, all work should be halted in that location until the Community Development Director reviews and approves a mitigation measure having an equal effect in reducing the likely impact below the threshold of significance for the newly discovered resource.

Monitoring will consist of the Native American monitor watching the major excavation process. Monitoring will occur under the direction of the archaeologist and will continue at the discretion of the archeologist. Equipment stoppages will only involve those pieces of equipment that have actually encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers all portions of the construction site.

REPORTING/MONITORING PROGRAM:

Implementation Responsibility: Applicant and City of Ventura

Timing: During construction

Monitoring Division: Building and Safety Division, Land Development Division, & County of Ventura Coroner

Funding: Applicant
Standard for Success: Cease of construction if artifacts discovered and recommence upon Community Development Director approval.

N-1 Interior Noise Impact: Plans submitted to the Inspections Services Division for purposes of obtaining building permits should illustrate that residences along Harbor Blvd. will ultimately be constructed to include the following:

- a) Windows facing the street shall be dual pane, laminated with a Sound Transmission Class (STC) rating of at least 35;
- b) Windows facing the street on multiple-family structures shall be minimized and non-opening.
- c) Exterior walls facing the street shall be constructed of staggered wood studs, or equipped with a resilient channel between the studs and wallboard, or any other wall system with an STC rating of at least 45;
- d) Exterior doors facing the street shall be of a sound insulating design with a STC rating of at least 38; and
- e) All exterior doors and windows shall be installed with proper weather stripping.
- f) Roof construction of concrete tile with 15/32-inch plywood, R-30 batt insulation in the attic, and a layer of ½-inch thick gypsum board separating the attic from living areas;
- g) All vents piercing attic space shall be faced opposite to US Highway 101 and Harbor Boulevard.

REPORTING/MONITORING PROGRAM:

Implementation Responsibility: Applicant and City of Ventura
Timing: Prior to Occupancy
Monitoring Division: Building and Safety Division, Land Development Division & Public Works Department
Funding: Applicant
Standard for Success: Construction of improvements as specified.

S-1 Prior to occupancy of any residential or commercial unit, the developer shall

upgrade the existing 15-inch sewer line between Manhole #2 at 2524 Bayshore Drive and Manhole #3 at 2953 Bayshore Drive to an 18-inch sewer line. The existing 15-inch sewer line from Manhole #3 at 2953 Bayshore down Coral Street to the pump station at Marina Park shall be upsized to an 18-inch sewer line. Based on the flow study prepared by Jensen Design Inc., the upsized sewer line between manhole #2 and #3 will be funded by the developer. Due to the existing deficiency, the upsizing of the segment from manhole#3 to the pump station will be a shared responsibility between the developer and the city. Upon completion of the improvements, the city will reimburse the developer for its share of the construction cost.

REPORTING/MONITORING PROGRAM:

Implementation Responsibility: Applicant and City of Ventura
Timing: Prior to Occupancy
Monitoring Division: Land Development Division & Public Works Department
Funding: Applicant
Standard for Success: Construction of improvements specified above.

T-1 Traffic Circulation

(a) Turning movements at the project driveways on Harbor Boulevard shall be restricted to right-in and right-out.

(b) Striping improvements shall be implemented to provide a two-way left turn lane on Seaward Avenue in front of the site.

REPORTING/MONITORING PROGRAM:

Implementation Responsibility: Applicant and City of Ventura
Timing: Prior to Occupancy
Monitoring Division: Building and Safety Division, Land Development Division & Public Works Department
Funding: Applicant
Standard for Success: Construction of improvements specified above.

T-2 Pedestrian Safety:The intersection of Seaward Avenue and Pierpont Boulevard shall be modified to incorporate traffic calming features. This could include some or all of the following features:

- Intersection bulbouts to reduce crossing distances;

- A reduction in width of the eastern approach of Seaward Avenue, if deemed appropriate by the City Engineer;
- Textured intersection pavement;
- Pedestrian scale lighting at the intersection; landscaped planters at the intersection to focus drivers attention on slowing speeds;
- A flashing red signal.

REPORTING/MONITORING PROGRAM:

Implementation Responsibility: Applicant and City of Ventura

Timing: Prior to Occupancy

Monitoring Division: Building and Safety Division, Land Development Division & Public Works Department

Funding: Applicant

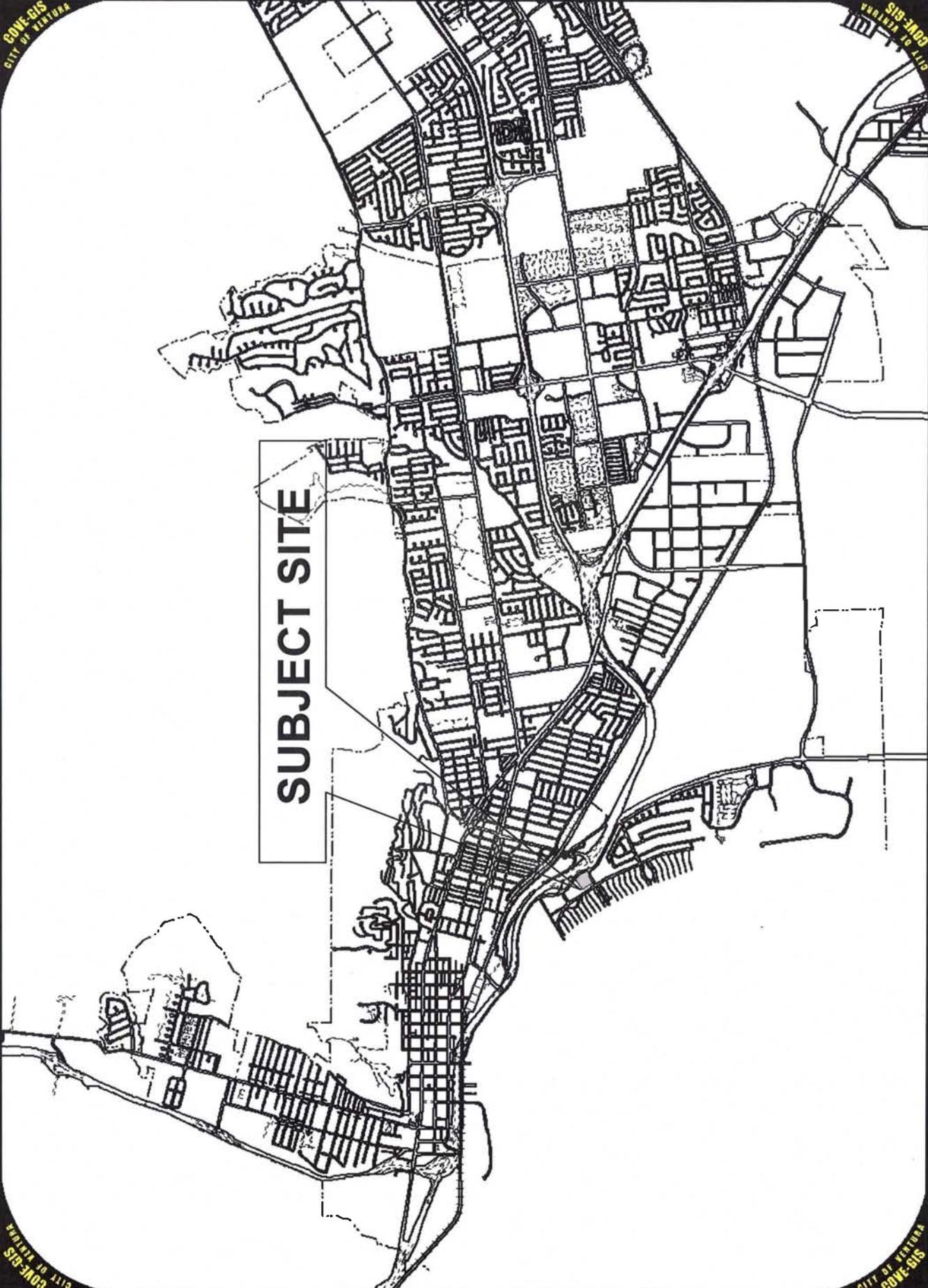
Standard for Success: Construction of improvements specified above.

**Attachment A
Project Location**

CDWE-615
CITY OF VENTURA

CDWE-615
CITY OF VENTURA

SUBJECT SITE



CDWE-615
CITY OF VENTURA

CDWE-615
CITY OF VENTURA



SUBJECT SITE

CITY OF VENTURA
COVE GIS

**Attachment B
Project Plans**

PROPOSED DEVELOPMENT PLAN FOR :

ANASTASI

511 Terrace Boulevard,
Suite 101
Redondo Beach, CA 90277
(310) 340-8000

ARCHITECT



CEARNAL

ARCHITECTURE
INTERIOR DESIGN
2100 17th Street, Suite 101
Santa Barbara, CA 93101
Tel: 805.963.8827
Fax: 805.963.8824
www.anastasi.com

PROJECT MANAGER



ARMSTRONG REAL ESTATE
PROPERTIES
1784 San Juan Street
Marina, CA 94027

CIVIL ENGINEER



1612 Ocean Street
Marina, CA 94027
Tel: 415.434.4875
Fax: 415.434.4875

LANDSCAPE ARCHITECT



1000 17th Street
Marina, CA 94027
Tel: 415.434.4875
Fax: 415.434.4875

JOB NUMBER: 00003

COMMENTS:

SITE PLAN:

DESIGN BY: MM

CHECKED BY:

DATE: 1/15/10



PRIVATE TERRACES AT ENTRIES

INTERIOR STREETS



PLANTING WALL TREATMENTS



CONTAINER PLANTINGS IN INTERIOR COURTYARDS



OPENWORK GATES & RAILINGS ALLOW LIGHT & AIR MOVEMENT

NOTES:

- All street trees will be 36" box min.
- Specimen Oak in Central Plaza
- Polychrome tile and dimensional stone accents on wall surfaces.
- Tile/stone and precast concrete wall and basin fountains.
- Decorative wrought iron and precast concrete benches.
- Decorative wrought iron wall and pedestal lighting.
- Decorative tree grates.
- Terra cotta and cast stone tree containers and pots.

PLANT LIST

Most of the plant species are inherently resource-conserving in both materials and maintenance and all will be located and maintained appropriately to their long-term horticultural requirements and environmental benefits.

Trees

- Archontophoenix cunninghamiana - King Palm
- Cassia leptophylla - Gold Medalion Tree
- Citrus - several
- Quercus agrifolia - Live Oak
- Howea forsteriana - Paradise Palm
- Jacaranda mimosifolia
- Koeleruteria bipinnata - Chinese Flame Tree
- Metrosideros excelsa - New Zealand Christmas Tree
- Olea europaea 'Swan Hill' - Swan Hill Olive
- Pinus torreyana - Torrey Pine
- Platanus acerifolia - London Plane Tree
- Platanus racemosa - California Sycamore
- Raphis
- Stenocarpus sinuatus - Firewheel Tree
- Tipuana tipu - Tipu Tree
- Tristania conferta - Brisbane Box
- Washingtonia robusta - Mexican Fan Palm
- Palms SPP

Interior & patio trees:

- OLEA EUROPEA
- CITRUS - VARIOUS
- HOWEA FORSTERIANA
- PALMSSPP
- RHAPHIS

Shrubs and Vines:

- Aloe several
- Agave several
- Bougainvillea - several
- Calliandra several
- Felipa sellowiana - Pineapple Guava
- Galvesia speciosa - Bush Island Snapdragon
- Grewia occidentalis - Lavender Star Flower
- Hemerocallis - Daylily several
- Heteromeles arbutifolia - Toyon
- Hoya comosa - Wax Plant
- Lantana several
- Lavendula several - Lavender
- Lavatera assurgentiflora - Tree Mallow
- Phaladendron several
- Prunus ilicifolia - Holly-leaved Cherry
- Rhamnus californica - Coffeeberry several
- Rhus integrifolia - Lemonade Berry
- Stephanalis floribunda
- Trachelospermum jasminoides - Star Jasmine



PIERPONT BLVD.

SITE PLAN

Scale: 1" = 30'



L 1.0

SHEET OF



- USES**
- Restaurant/Cafe
 - Retail (Ground level)
 - Live/Work
 - Residential

- LEGEND**
- Landscape, parkways, planter
 - Courtyards/Residential walks
 - Public Sidewalks
 - Private patios/dooryards
 - Unit entrances
 - Mailboxes
 - Trash Enclosures
 - Bicycle Storage See S4, A2.1, A2.2
 - Bicycle Parking See S4, A2.1, A2.2
 - Bicycle Parking
 - Transformer
 - Unit #
 - Building #
 - Elevator
 - Tree Grate

Project Summary

Project Owner: Anasat Development Co., LLC
 Project Address: Harbor Blvd / Seawall Avenue
 APN: 061-0064-020, 076-001-0283
 Land Use Zone: CND
 Subtitle: Floor: 07 Commercial/57 Residential
 Sub: 07 Commercial/57 Residential
 Reason: 5' Alley/15' No Alley

Site Coverage

Lot Size	5.02	48,261 sq. ft.
Building Footprint	2.30	99,780 sq. ft.

Allowed Density: 30 units/gross acre **168 dwelling Units**

Actual Density: 34.56 units/gross acre **138 dwelling Units**

Open Space

Required	1.12	48,261 sq. ft.
Actual	0.25	10,800 sq. ft.

Provided Site S4, A2.1

Landscape Park/Play Areas	0.06	2,888 sq. ft.	12%
Central Green	0.28	11,275 sq. ft.	5%
Private Courtyards	1.43	62,200 sq. ft.	23%
Public Sidewalk	0.87	38,767 sq. ft.	16%
Total	2.64	115,130 sq. ft.	51%

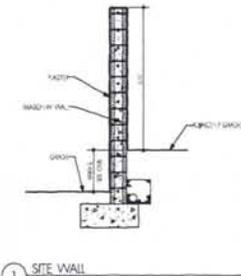
Land Use Area Break

Residence	4,472 sq. ft.
Office	2,220 sq. ft.
Commercial/Office	3,029 sq. ft.
Unit/Work	5,654 sq. ft.
Residential	172,186 sq. ft.
Public Courtyard	18,178 sq. ft.
Common Garage	160,717 sq. ft.

Parking Calculations

Required	160 spaces
Provided	42 spaces
Shortfall	118 spaces

Additional Notes:
 * * * 4,269 sq. ft. of office @ 1 space/100 sq. ft.
 2,442 sq. ft. of office @ 1 space/200 sq. ft.
 4,884 sq. ft. of office @ 1 space/200 sq. ft.
 12,923 sq. ft. of office @ 1 space/200 sq. ft.
 Total Office Area: 24,510 sq. ft.
 Total Required Spaces: 475 spaces
 Total Provided Spaces: 42 spaces
 Shortfall: 433 spaces



OVERALL SITE PLAN
 Scale: 1" = 30'
 For additional information see U1, C1

PROPOSED DEVELOPMENT PLAN FOR:

ANASTAS

511 Terrace Boulevard,
 Suite 101
 Redondo Beach, CA 90277
 310.540.8600

ARCHITECT

CEARNAL

ARCHITECTURE
 INTERIOR DESIGN
 EXTERIOR DESIGN
 LANDSCAPE ARCHITECTURE
 PLANNING SERVICES
 1700 Main Street
 Redondo Beach, CA 90277
 310.540.8600

PROJECT MANAGER

AREA

CONTRACTOR

JENSEN

CONSTRUCTION
 1000 Main Street
 Redondo Beach, CA 90277
 310.540.8600

ENGINEER ARCHITECT

CAMPBELL & CAMPBELL

ARCHITECTS
 1000 Main Street
 Redondo Beach, CA 90277
 310.540.8600

JOB NUMBER: 0800

CONVENTS:

GENERAL SITE PLAN

DESIGNED BY: JMS

CHECKED BY:

SUBMITTED:

DATE: 08/14/19

REVISION:

DATE: 08/14/19

SCALE: 1/2" = 10'

1 SITE WALL
 Scale: 1/2" = 10'

A-2.0

SHEET: 04

PROPOSED
DEVELOPMENT
PLAN FOR :

ANASTAS!

5111 Highway 168, Suite 100, San Diego, CA 92127
619.334.8600



PROJECT NUMBER:



ARCHITECTURE AND INTERIOR DESIGN



CIVIL ENGINEER

INTERIOR DESIGNER
CAMPBELL CAMPBELL

JOB NUMBER:	00001
CONTRACT:	
ESTIMATED START DATE:	
DESIGNER:	
CHECKED BY:	

DATE: 10/15/19

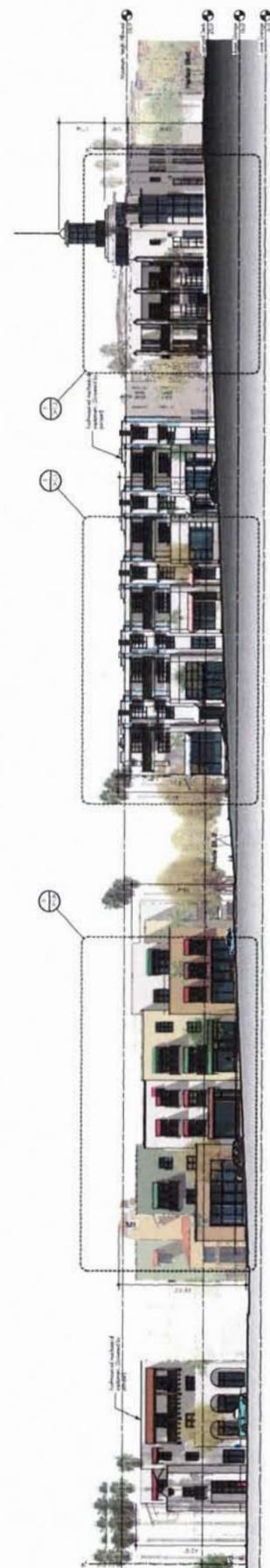
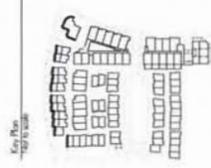
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A-3.1

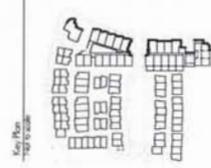


A North - Harbor Blvd. Streetscape
Scale: 1/8" = 1'-0"

Note: Heights shown determined by using the average of the maximum and minimum dimensions.



B East - Sponsored Ave. Streetscape
Scale: 1/8" = 1'-0"

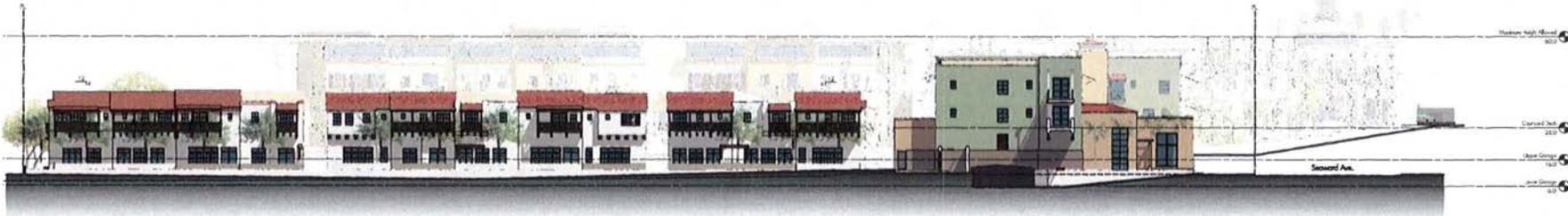
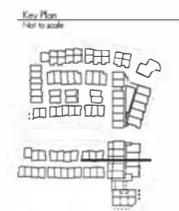
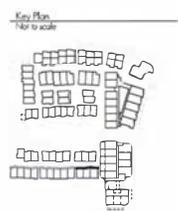




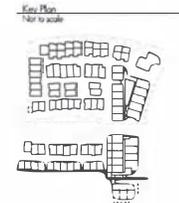
Q Courtyard Elevation (South)
Scale: 1/16" = 1'-0"



P Site Section @ Seaward (North)
Scale: 1/16" = 1'-0"



R Site Section @ Seaward Garage Entry (Looking North)
Scale: 1/16" = 1'-0"



PROPOSED
DEVELOPMENT
PLAN FOR :

ANASTASI

311 Serrano Boulevard,
Suite 101
Seaside Beach, CA 90277
(310) 540-6620



CEARNAL
ARCHITECTS
331 US STATE STREET
SAN FRANCISCO, CA 94102
P: 415.774.8277
F: 415.774.8284
www.cearnal.com

PROJECT MANAGER:



ARMSTRONG HILL ESTATE
ADDRESS:
170 Seaside Blvd
Seaside, CA 90277



1415 Golden Gate
San Francisco, CA 94109
Phone: (415) 398-8877
Fax: (415) 398-8877

INTERIOR ARCHITECT:

CAMPBELL & CAMPBELL
1000 S. G Street
San Francisco, CA 94109

JOB NUMBER: 09002

CONTRACT:

SECTION:

DRAWN BY: AAA

CHECKED BY:

DATE: 08/14/10

SUBMITTALS:

08/14/10 100% Finalized

A-3.8

SHEET OF

PROPOSED
DEVELOPMENT
PLAN FOR :

ANASATI
ARCHITECTS
2111 Stevens Boulevard,
Brea, CA 92626
949.450.8800

ARCHITECTS
CERNAL
ARCHITECTS
10000 S. BAYVIEW
SUITE 100
DANA POINT, CA 92629
949.450.8800

PROJECT FINANCE
AREA

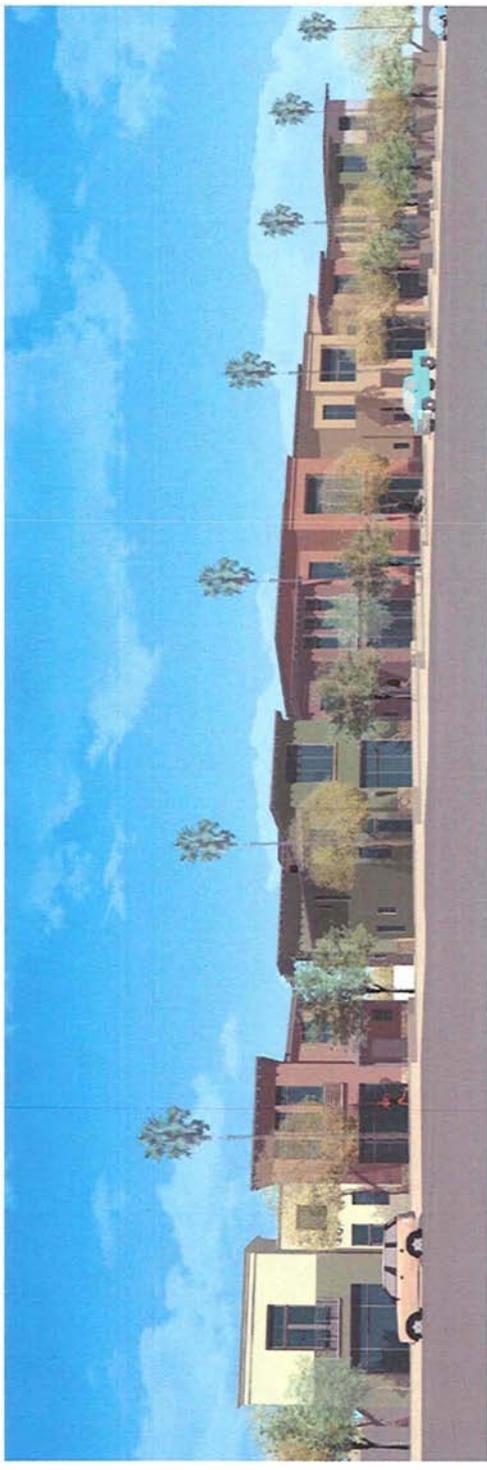
ONE ENGINEER
JENSEN
ENGINEERS
14141 Harbor Blvd.
Suite 100
Irvine, CA 92618
949.450.8800

LANDSCAPE ARCHITECT
LANDSCAPE ARCHITECTS
14141 Harbor Blvd.
Suite 100
Irvine, CA 92618
949.450.8800

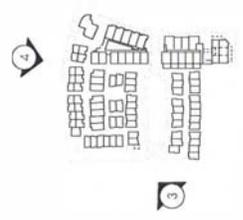
DATE: 08/15/2017
SCALE: AS SHOWN



VIEW 3



VIEW 4



Site Plan
NOT TO SCALE

A4.1
SHEET OF

Attachment C
Urbemsis 2007 Air Pollution
Emissions Calculations

Urbemis 2007 Version 9.2.2

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\iholt\Application Data\Urbemis\Version9a\Projects\Anastasi Development (050410).urb9

Project Name: Anastasi Development

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2011 TOTALS (lbs/day unmitigated)	3.88	23.48	22.33	0.02	48.80	1.25	49.98	10.19	1.15	11.27	3,356.06
2012 TOTALS (lbs/day unmitigated)	36.63	17.38	21.46	0.02	0.08	1.14	1.22	0.03	1.05	1.08	3,395.71

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	8.53	1.37	8.37	0.00	0.03	0.03	1,618.29
TOTALS (lbs/day, mitigated)	8.53	1.37	8.37	0.00	0.03	0.03	1,618.29
Percent Reduction	0.00	0.00	0.00	NaN	0.00	0.00	0.00

5/4/2010 3:40:31 PM

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	18.23	21.85	210.54	0.17	31.27	6.02	18,223.92
TOTALS (lbs/day, mitigated)	12.60	14.37	139.48	0.11	20.60	3.96	12,019.10
Percent Reduction	30.88	34.23	33.75	35.29	34.12	34.22	34.05

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	26.76	23.22	218.91	0.17	31.30	6.05	19,842.21
TOTALS (lbs/day, mitigated)	21.13	15.74	147.85	0.11	20.63	3.99	13,637.39
Percent Reduction	21.04	32.21	32.46	35.29	34.09	34.05	31.27

Page: 1

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Urbemis 2007 Version 9.2.2

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\iholt\AppData\Local\Temp\Urbemis\Version9a\Projects\Anastasi Development (050410).urb9

Project Name: Anastasi Development

Project Location: Ventura County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

8/20/2010 10:12:30 AM

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5</u>	<u>CO2</u>
2011 TOTALS (lbs/day unmitigated)	3.88	23.48	22.33	0.02	48.80	1.25	49.98	10.19	1.15	11.27	3,356.06
2012 TOTALS (lbs/day unmitigated)	36.63	17.38	21.46	0.02	0.08	1.14	1.22	0.03	1.05	1.08	3,395.71

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	8.53	1.37	8.37	0.00	0.03	0.03	1,618.29
TOTALS (lbs/day, mitigated)	8.53	1.37	8.37	0.00	0.03	0.03	1,618.29
Percent Reduction	0.00	0.00	0.00	NaN	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	18.23	21.85	210.54	0.17	31.27	6.02	18,223.92
TOTALS (lbs/day, mitigated)	12.60	14.37	139.48	0.11	20.60	3.96	12,019.10
Percent Reduction	30.88	34.23	33.75	35.29	34.12	34.22	34.05

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	26.76	23.22	218.91	0.17	31.30	6.05	19,842.21
TOTALS (lbs/day, mitigated)	17.06	2.74	16.74	0.00	0.06	0.06	3,236.58
Percent Reduction	36.25	88.20	92.35	100.00	99.81	99.01	83.69

8/20/2010 10:12:30 AM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.10	1.27	0.64	0.00	0.00	0.00	1,604.25
Hearth - No Summer Emissions							
Landscape	0.61	0.10	7.73	0.00	0.03	0.03	14.04
Consumer Products	6.75						
Architectural Coatings	1.07						
TOTALS (lbs/day, unmitigated)	8.53	1.37	8.37	0.00	0.03	0.03	1,618.29

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	0.10	1.27	0.64	0.00	0.00	0.00	1,604.25
Hearth - No Summer Emissions							
Landscape	0.61	0.10	7.73	0.00	0.03	0.03	14.04
Consumer Products	6.75						
Architectural Coatings	1.07						
TOTALS (lbs/day, mitigated)	8.53	1.37	8.37	0.00	0.03	0.03	1,618.29

Area Source Changes to Defaults

8/20/2010 10:12:30 AM

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	8.90	9.77	96.45	0.08	14.03	2.70	8,214.83
Quality resturant	2.65	3.47	32.83	0.03	4.95	0.95	2,875.95
High turnover (sit-down) rest.	2.12	2.79	26.35	0.02	3.98	0.77	2,312.65
Strip mall	4.14	5.33	50.13	0.04	7.60	1.46	4,408.13
General office building	0.42	0.49	4.78	0.00	0.71	0.14	412.36
TOTALS (lbs/day, unmitigated)	18.23	21.85	210.54	0.17	31.27	6.02	18,223.92

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	8.04	8.64	85.37	0.07	12.41	2.39	7,271.08
Quality resturant	1.25	1.60	15.15	0.01	2.29	0.44	1,327.49
High turnover (sit-down) rest.	0.99	1.29	12.16	0.01	1.84	0.35	1,067.48
Strip mall	2.10	2.61	24.59	0.02	3.73	0.72	2,162.71
General office building	0.22	0.23	2.21	0.00	0.33	0.06	190.34
TOTALS (lbs/day, mitigated)	12.60	14.37	139.48	0.11	20.60	3.96	12,019.10

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2011 Temperature (F): 85 Season: Summer

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	8.62	6.90	dwelling units	138.00	952.20	8,141.02
Quality resturant		89.95	1000 sq ft	4.25	382.29	2,875.57
High turnover (sit-down) rest.		127.15	1000 sq ft	2.44	310.25	2,313.66
Strip mall		42.94	1000 sq ft	13.90	596.87	4,412.63
General office building		11.01	1000 sq ft	4.60	50.65	410.36
					2,292.26	18,153.24

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	49.0	2.0	97.6	0.4
Light Truck < 3750 lbs	10.9	3.7	90.8	5.5
Light Truck 3751-5750 lbs	21.7	0.9	98.6	0.5
Med Truck 5751-8500 lbs	9.5	1.1	98.9	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	75.0	25.0
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.0	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.5	77.1	22.9	0.0
School Bus	0.1	0.0	0.0	100.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Motor Home	1.0	10.0	80.0	10.0

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Quality restaurant	8.0	4.0	88.0
High turnover (sit-down) rest.	5.0	2.5	92.5
Strip mall	2.0	1.0	97.0
General office building	35.0	17.5	47.5

Attachment D
VEHCD Remedial Action Completion Certification

REMEDIAL ACTION COMPLETION CERTIFICATION

March 23, 2005

File #C95070

Mr. John Frary
Real Estate and Remediation
UNOCAL Corporation
276 Tanks Farm Road
San Luis Obispo, CA 93406

**SITE NAME/ADDRESS: FORMER UNOCAL SERVICE STATION #5403, 955
SEAWARD AVENUE, VENTURA, CALIFORNIA**

This letter confirms the completion of a site investigation and corrective action for the underground storage tanks located at the above-described location. Thank you for your cooperation throughout this investigation. Your willingness and promptness in responding to our inquiries concerning the former underground storage tanks are greatly appreciated.

Based on information in the above-referenced file and with the provision that the information provided to this agency was accurate and representative of site conditions, this agency finds that the site investigation and corrective action carried out at your underground storage tank site is in compliance with the requirements of the Health and Safety Code (HSC), subdivisions (a) and (b) of Section 25299.37 and with corrective action regulations adopted pursuant to HSC, Section 25299.77 and that no further action related to the petroleum release(s) at the site is required.

This notice is issued pursuant to HSC, subdivision (h) of Section 25299.37.

If you have any questions, please contact David C. Salter at 805/662-6512.

Robert Gallagher
ROBERT GALLAGHER, DIRECTOR
ENVIRONMENTAL HEALTH DIVISION
RESOURCE MANAGEMENT AGENCY

RECEIVED

MAY 07 2009

Community Development
PLANNING DIVISION

Enclosure: Case Closure Summary Form

- c: Dr. Yue Rong, Regional Water Quality Control Board (w/enclosure)
Mr. Bob Trommer, State Water Resources Control Board (w/enclosure)
Mr. Ryan Harding, ENSR International (w/enclosure)

Carroll: Admin/Tanks/LULW03-dcs-55070.c00

Case Closure Summary

Leaking Underground Fuel Storage Tank Program

I. Agency Information
Date: December 1, 2004

Agency name: Ventura County Environmental Health	Address: 800 South Victoria Avenue
City/State/ZIP: Ventura, CA 93009-1730	Phone: 805.662.6512
Responsible staff person: David C. Saller	Title: Environmental Health Specialist

II. Case Information

Site facility name: Unocal #5403				
Site facility address: 955 S. Seaward Ave., Ventura, CA				
RB LUSTIS Case No: n/a		Local Case No: C-95070		LOP Case No: 95070
URF filing date: unknown		SWEEPS No: n/a		
Responsible Parties		Addresses		Phone Numbers
Mr. Robert Hopkins		276 Tank Farm Road, San Luis Obispo, CA 93406		
Union Oil Company of California				
Tank No	Size in Gal	Contents	Closed In-place/Removed	Date
1, 2	10,000 each	Gasoline	Removed	1992
3	280	Waste Oil	Removed	1992

III. Release and Site Characterization Information

Cause and type of release: Unknown - likely a leaking product line				
Site characterization complete? Yes		Date approved by oversight agency: March 2003		
Monitoring Wells Installed? Yes		Number: 3	Proper screened interval? Yes	
Highest GW depth below ground surface: 3'		Lowest depth: 9'	Flow direction: W-SW	
Most sensitive current use: Vacant lot - proposed residential or commercial use				
Are drinking water wells affected? No		Aquifer name: Lower Ventura River Basin		
Is surface water affected? No		Nearest/affected SW name: n/a		
Off-site beneficial use impacts (addresses/locations): No				
Report(s) on file? Yes		Where are reports filed? VCEHD		
Treatment and Disposal of Affected Material				
Material	Amount (Include units)	Action (Treatment or Disposal w/Destination)		Date
Tanks	2-10,000 gallons	Disposed - RMR Enterprises, Saticoy, CA		1992
Piping	Unknown	Disposed - RMR Enterprises, Saticoy, CA		1992
Soil	4,653 cubic yds	Remediated on-site/Disposed TPS Technologies		1995/2002
Groundwater	Unknown	Disposed - Crosby and Overton, Long Beach, CA		Various

Case Closure Summary
Leaking Underground Fuel Storage Tank Program

III. Release and Site Characterization Information (Continued)

LUFT #96070

Maximum Documented Contaminant Concentrations -- Before and After Cleanup									
Contaminant	Soil (ppm)		Water (ppb)		Contaminant	Soil (ppm)		Water (ppb)	
	Before	After	Before	After		Before	After	Before	After
TPH (Gasoline)	24,000	4,000	55,000	60	Benzene	140	0.0017	12,000	<1.0
TPH (Diesel)*	NA	NA	NA	NA	Toluene	1,600	0.025	8,080	1.3
TPH (Waste Oil)*	<5	NA	NA	NA	Ethylbenzene	420	69	2,100	<1.0
MTBE	10	0.00055	910	13	Xylenes	2,400	300	11,000	2.9
TBA/TAME/ DIPE/ETBE	ND	ND	ND	<10, <5, <5, <5	Total Lead	NA	NA	NA	NA

Comments (Depth of Remediation, etc.): The site has had a long history starting in 1985 with multiple subsurface investigations. Air sparge and vapor extraction were used at the site. Two remedial excavations to approximately 12 feet below ground surface resulted in the removal of approximately 4,600 cubic yards of soil, some of which was treated on-site and returned as backfill and some of which was disposed off-site. Two events of confirmatory soil sampling were conducted and five consecutive quarters of groundwater monitoring were conducted after the remediation. A RBCA conducted for residual contamination at the site indicated that the risk presented by the residual contamination beneath the site was less than 1×10^{-6} .

- *TPHd and TPHwo not analyzed as TPH, but commonly as TRPH.
- NA - Not analyzed; ND - Non Detect (various detection limits)
- *Before Soil* - Prior to the 1996 remedial excavation event
- *After Soil* - From the 2001 investigations and after the 2002 remedial excavation

IV. Closure

Does completed corrective action protect existing beneficial uses per the Regional Board Basin Plan? Yes		
Does completed corrective action protect potential beneficial uses per the Regional Board Basin Plan? Yes		
Do cleanup levels exceed Regional Board requirements? Yes Identify: Benzene		
Rationale for exceeding RB requirements: Groundwater in Lower Ventura River Basin is of poor quality, the residual soil and groundwater contamination is limited in extent and is present in a portion of the property unlikely to be developed in the future. Passes RBCA exposure pathways except for indoor air quality which likely is not active.		
Does corrective action protect public health for current land use? Yes		
Site management requirements: None		
Should corrective action be reviewed if land use changes? No		
Monitoring wells Decommissioned: Some	Number Decommissioned: 13	Number Retained: 3
List enforcement actions taken: None List enforcement actions rescinded: None		

VI. Local Agency Representative Data

Name: David C. Saller	Title: Environmental Health Specialist
Signature: <i>David C. Saller</i>	Date: 12/1/2004

VI. RWQCB Notification

Date Submitted to RB Executive Officer: 01/19/05	RWQCB Response: CONCURE WITH CASE CLOSURE
RWQCB Staff Name: DANIEL P. PIERSTON	Title: WACE Date: 01/19/05
Additional Comments, Data, Etc. ABANDON ALL GROUNDWATER MONITORING WELLS	

This document and the related CASE CLOSURE LETTER, shall be retained by the lead agency as part of the official site file. (8/94)

**Attachment E
Noise Study**



Rincon Consultants, Inc.
790 East Santa Clara Street
Ventura, California 93001

805 641 1000
FAX 641 1072

info@rinconconsultants.com
www.rinconconsultants.com

April 9, 2010
Job No. 10-66100

David S. Armstrong
Armstrong Real Estate Advisors, LLC
1790 East Main Street
Ventura, CA 93001

Subject: Noise Study for Pierpont Village Development Project, Ventura, California

Dear Mr. Armstrong:

This noise analysis was prepared for the Pierpont Village project to evaluate onsite noise conditions, model existing and future exterior noise conditions throughout the site with the project, estimate interior noise levels, compare modeled noise levels to City standards and requirements in the 2002 Subsequent Environmental Impact Report (EIR) prepared by the City of Ventura for the project, and make recommendations regarding noise attenuation mitigation features outlined in the EIR.

NOISE DEFINITIONS

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment of actual sound power levels to better correlate with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress.

Several different metrics are used to evaluate noise levels. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual time-varying levels over a period of time. Typically, Leq is summed over a one-hour period. Other commonly used noise metrics include the maximum noise level (Lmax) and minimum noise level (Lmin). L percentiles represent the A-weighted sound level exceeded for the identified percentage of the sample time. For example, a value of 55 dBA L₁₀ would mean that 55 dBA was exceeded 10% of the time. The L₉₀ represents the level exceeded 90% of the time and can be considered the background level of sound present at a site.



The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. The day-night average noise level (Ldn) and the Community Noise Equivalent Level (CNEL) are two indexes that recognize this characteristic. The Ldn is the weighted average of the hourly Leqs over a 24-hour period. The weighting includes the addition of 10 dB to nighttime (10 p.m. to 7 a.m.) noise levels to account for the greater disturbance associated with noise during this time period. The CNEL is similar, but also adds 5 dB to noise occurring during evening hours (7:00 p.m. to 10:00 p.m.). These two indexes are typically within 1 dB of each other.

METHODOLOGY

Field Measurements

Field measurements were conducted using a Larson-Davis Model 720 (ANSI Type 2) integrating sound level meter and statistical data logger. Instantaneous sound levels were measured, integrated, and recorded by the sound level meter in 0.1-second intervals. Five (5) 20 minute field measurements were taken at the site; three on the site adjacent to Harbor Boulevard and two adjacent to Seaward Avenue (see attached measurement data). The sound level data collected included date, time, duration of measurement (in seconds), L_{eq} , SEL, statistical sound levels (L_{90} , L_{50} , L_{33} and L_{10}), L_{max} , L_{min} , and peak (A-weighted). Noise pass-by events exceeding 70 dBA and time history (current sound power level every 10 seconds) were also logged by the sound level meter. The sound level meter logs the data, which is then transferred to a computer. The set-up consisted of mounting the sound level meter on a tripod with the microphone top approximately 4.5 feet above the ground surface level as measured with a tape measure. Calibration of the sound level meter prior to measurements was performed using a Larson-Davis Acoustic Calibrator CAL150 using a sound power level of 94 dBA at a frequency of 1,000 Hz. Calibration level was also checked at the end of the measurement period to ensure accurate results.

Forecast meteorological conditions were checked prior to the field measurements to determine if acceptable conditions would prevail throughout the measurement period, with the measurements conducted on days without measurable precipitation and wind speeds generally below 3 miles per hour. Wind speeds were checked prior to field set-up with a Kestrel 1000 hand-held anemometer.

Data Collection

Five 20-minute noise measurements were taken at and near the project site on April 1, 2010 and April 2, 2010. Three of the measurements were taken on April 1 between the hours of 5:00 PM and 6:15 PM, the other two measurements were taken on April 2 between the hours of 7:30 AM and 8:15 AM, for the purpose of documenting existing sound levels associated with peak hour traffic on Harbor Boulevard, Seaward Avenue, and the Ventura Freeway/Highway 101 (US 101). These sound levels have been used as an aid to calibrate the TNM® model. Measurements were taken at the ground level of the project site. Two of the measurements were taken onsite near the northern corner of the project site adjacent to Harbor Boulevard (location 3), in the approximate location of the proposed live/work unit



identified as Unit 01 on the site plan. One measurement was taken on the interior of the site towards the eastern corner (location 2) and generally located in the area of the proposed residential unit identified as Unit 22 on the site plan. The other two measurements were taken near the site's southern corner adjacent to Seaward Avenue (location 1) and in the general location of the proposed residential and retail units identified on the site plan as Unit 60 and Unit 68, respectively. Noise measurement results are shown in Table 1. Onsite conditions were favorable for noise measurements, with the temperature at about 72°F with negligible wind and clear skies.

Table 1
Measured 20-Minute Interval Sound Levels, dBA

Measurement	Location	Date	Time	L _{eq}
1	1 (near the southern corner of project site adjacent to Seaward Avenue)	4/01/10	5:00 p.m.	60.6
2	2 (interior of the site towards the eastern corner)	4/01/10	5:28 p.m.	57.2
3	3 (near the northern corner of the project site adjacent to Harbor Boulevard)	4/01/10	5:51 p.m.	63.9
4	1	4/02/10	7:39 a.m.	61.3
5	3	4/02/10	8:03 a.m.	65.9

See attachments for noise measurement data

Traffic Sound Level Modeling

Traffic noise was modeled using the Federal Highway Administration Traffic Noise Model® (TNM, ver 2.5) based on data provided in the approved traffic report for the City of Ventura General Plan EIR (2005) and freeway data published by Caltrans. Peak hour traffic estimates for the segment of Highway 101 near the project site, Harbor Boulevard, and Seaward Avenue, including the proposed project generated traffic combined with the existing traffic and future traffic generated by cumulative development in the area were used for the TNM® modeling. The future modeled year is 2025.

The TNM® uses algorithms based on speed to calculate the average sound level produced by the three vehicle types of concern (autos, medium-duty trucks, and heavy-duty trucks). The analysis used average speeds of 45 mph for cars, 40 mph for medium trucks, and 35 mph for heavy trucks on the freeway at peak hour conditions, 10 to 45 mph for vehicles on the on-and off-ramps, 15 to 45 mph for vehicles on Harbor Boulevard, and 10 to 25 mph for vehicles on Seaward Avenue. Traffic speeds were estimated based upon peak hour field observations.



The locations of road lanes, existing barriers, and houses were digitized into the TNM® from the site plans (Cearnal Andrulaitis and Jensen Design, March 2010). Topographical elevations were also taken from the site plans. The results of the noise model and the basic input data files required are attached.

The noise model was checked for calibration based on the field noise measurements conducted at the site. The field measurements yielded values that varied from the TNM® calculated level for peak hour by approximately 0.3 to 3.5 dBA. The difference in the measured sound levels and the modeled sound levels can be attributed to the variability of traffic volumes. It is noted that a difference of 3 dBA is just audible, whereas differences of less than 3 dBA are not generally audible to the human ear.

The field measurements and the TNM® are subject to various errors. Field measurements are essentially a “snapshot” in time and are indicative of the environmental conditions and travel patterns that existed on the day of the measurements, and these can vary substantially from day to day and season to season. The noise model is subject to the limitations of the data readily available, including the accuracy of elevations taken from the digital and paper maps as compared to actual field conditions, and the inaccuracies created by digitizing from paper sources. Therefore, the accuracy of the sound levels reported in this study is considered to be in the ± 2 dB range.

The TNM® predicts noise levels based on input hourly traffic volumes along with geographic and topographic locations. Because peak hour sound levels approximate the CNEL given typical traffic volume distribution during the 24-hour time frame, the existing and future peak hour traffic volumes have been used herein to predict the existing and future CNEL. In the event that traffic does not follow typical 24-hour patterns (such as excessive nighttime traffic or traffic that is concentrated at the peak hours), this assumption introduces additional inaccuracies in the analysis. Traffic distribution during the day at this location is expected to be typical and so this assumption is anticipated to result in less than ± 1 dBA difference in the predicted sound levels.

NOISE CONDITIONS

The primary noise sources at the project site are traffic on U.S. 101, Harbor Blvd, and the Harbor Blvd/Seaward Ave intersection. Secondary noise sources at the project site are traffic on Seaward Ave, Pierpont Ave, and the intersection between the two. Based on modeling, it was determined that due to the topography, the combination of Harbor Boulevard and the Harbor/Seaward intersection contribute nearly as much noise to the ambient environment as U.S. 101. These multiple noise sources in association with site topography all contribute to resultant noise levels.

The TNM® results (Table 2) predict that future exterior noise levels at all the residences adjacent to Seaward Avenue and in the interior of the site (Units 22 and 67) would range from about 62 to 65 dBA CNEL without noise attenuation. Results of the TNM® model show that exterior noise levels at the residences closest to the noise sources (traffic on U.S. 101 and Harbor Boulevard) would be approximately 68 to 72 dBA CNEL with out the



incorporation of noise attenuation measures. Noise levels at exterior living spaces of residences at the Pierpont Village area adjacent to Harbor Boulevard would exceed the City's threshold of 65 dBA CNEL for exterior residential areas. Therefore, given that standard construction materials typically reduce noise by 15-20 dB, interior noise levels in units with windows facing the freeway could exceed the City's 45 dBA CNEL interior standard.

Table 2
Modeled Traffic-Generated Onsite Noise Levels (dBA)

Receptor Location		Existing L_{eq} *	Future L_{eq} (2025) *
Unit 18	First Floor	60.7	69.1
	Second Floor	N/A	71.6
Unit 1/Measurement Location 3	First Floor	66.2	70.1
	Second Floor	N/A	71.4
Unit 10	First Floor	61.3	68.8
	Second Floor	N/A	71.1
Unit 22/Measurement Location 2		60.7	65.3
Unit 67/Measurement Location 1		59.2	62.6

Source: See Appendix for Federal Highway Administration's Traffic Noise Model 2.5 noise modeling data sheets.

Approximate unit locations estimated from Overall Site Plan, dated March 2010.

* Peak hour L_{eq} assumed to approximate CNEL

EIR MITIGATION

The 2002 Subsequent Environmental Impact Report (EIR) prepared by the City of Ventura for the proposed Pierpont Village project identifies the proposed live/work adjacent to Harbor Boulevard as being located within a 65 dBA contour. The EIR indicates this is a Class II, significant but mitigable impact. To achieve acceptable exterior noise levels for usable exterior space of 65dBA and interior space of 45dBA, the following mitigation measures were proposed in the EIR:

- N-4 (a) First and second floor windows of all residential units with direct exposure to Harbor Boulevard shall be insulated to STC Class 35.



- N-4 (b)** If design allows, exterior yards and useable balconies for dwelling units fronting Harbor Boulevard shall be situated to front the interior of the project. If final design calls out exterior yard spaces and useable balconies directly fronting the Harbor Boulevard frontage, such features shall be enclosed with a six-foot wall or other type sound barrier with an STC of 35 Class or greater in order to protect such areas from exterior noise levels that are considered normally unacceptable for residential uses.
- N-4 (c)** To ensure that noise abatement design features meet acceptable standards, an acoustical evaluation of the project design shall be done prior to submittal for discretionary permit review. If it is determined that the proposed design features will not effectively reduce exterior or interior noise levels to below recommended standards, additional measures shall be implemented such as project redesign to ensure that noise exposure is within acceptable levels.

FINDINGS and RECOMMENDATIONS

The nearest proposed residences to Harbor Blvd. would be exposed to existing exterior traffic sound levels of up to 66 dBA CNEL, and these levels are projected to increase to 72 dBA CNEL, at the second floor, under 2025 conditions. Based on the project site plan, exterior yard space for units adjacent to Harbor Boulevard are situated to front the interior of the project, which allows the buildings themselves to attenuate traffic noise at exterior patios. This design complies with Mitigation Measure N-4(b) as noted above.

Given that typical wall/window construction provides for an exterior to interior reduction of 15-20 dB, the residences that would be adjacent to Harbor Boulevard and exposed to noise from Harbor Boulevard and U.S. 101 will require additional attenuation to ensure that interior noise levels are below the 45 dBA interior standard. Mitigation Measure N-4 (a) requires first and second floor windows of all residential units with direct exposure to Harbor Boulevard to be insulated to STC Class 35, which would reduce interior noise levels. However to ensure that interior noise levels are reduced to below the 45 dBA CNEL standard, the following measure is recommended.

Plans submitted to the Inspection Services Division for purposes of obtaining building permits should illustrate that residences fronting Harbor Boulevard will ultimately be constructed to include the following:

- a) Windows and glass doors facing the street should be dual pane, laminated or similar with a Sound Transmission Class (STC) rating of at least 35;
- b) Exterior walls facing the street should be constructed of staggered wood studs, or equipped with a resilient channel between the studs and wallboard, or any other wall system with an STC rating of at least 45;
- c) Exterior doors facing the street should be of a sound insulating design



with an STC rating of at least 38;

- d) All exterior doors and windows should be installed with proper weather stripping; and
- e) Roof construction should be concrete tile with 15/32-inch plywood, R-30 batt insulation in the attic, and a layer of ½-inch thick gypsum board separating the attic from living areas.
- f) All vents piercing attic space shall be faced opposite to US Highway 101 and Harbor Boulevard.

With incorporation of the above design features, future residences fronting Harbor Boulevard would not be expected to experience noise levels in excess of the allowable residential noise standards.

The analysis herein is based on the existing topography of the site and site plans prepared for the site and provided to Rincon Consultants. Changes in the final grading and pad elevations would alter the model predicted results contained herein.

If you have any questions about this analysis, please do not hesitate to contact us.

Sincerely,
RINCON CONSULTANTS, INC.

Patrick Nichols
Project Manager

Joe Power, AICP
Principal

RESULTS: SOUND LEVELS

Pierpont Village

<Organization?>
<Analysis By?>

9 April 2010
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Pier ont Village

RUN:

Pier ont Village Future

BARRIER DESIGN:

INPUT HEIGHTS

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS:

68 deg F, 50% RH

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h		Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n			Sub'l Inc	Calculated	Goal
dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB			
Unit 18	1	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
Unit 1/Measurement Loc 3	2	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Unit 10	3	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Unit 22/Measurement Loc 2	4	1	0.0	65.3	66	65.3	10	---	65.3	0.0	8	-8.0
Unit 60/Measurement Loc 1	5	1	0.0	62.6	66	62.6	10	---	62.6	0.0	8	-8.0
Unit 1 2nd floor	7	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
Unit 10 2nd floor	8	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Unit 18 2nd floor	9	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		8	0.0	0.0	0.0							
All Impacted		6	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

<Organization?>

9 April 2010

<Analysis By?>

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

Pierpont Village

RUN:

Pierpont Village Future

Roadway Name	Points		Segment									
	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
US 101 South 2lane	point1	12	2042	45	208	40	208	35	0	0	0	0
	point2	11	2042	45	208	40	208	35	0	0	0	0
	point3	10	2042	45	208	40	208	35	0	0	0	0
	point4	9	2042	45	208	40	208	35	0	0	0	0
	point5	8	2042	45	208	40	208	35	0	0	0	0
	point6	7	2042	45	208	40	208	35	0	0	0	0
	point7	6	2042	45	208	40	208	35	0	0	0	0
	point8	5	2042	45	208	40	208	35	0	0	0	0
	point9	4	2042	45	208	40	208	35	0	0	0	0
	point10	3	2042	45	208	40	208	35	0	0	0	0
	point11	2	2042	45	208	40	208	35	0	0	0	0
	point12	1										
US 101 North 2lane	point17	24	2042	45	208	40	208	35	0	0	0	0
	point18	23	2042	45	208	40	208	35	0	0	0	0
	point19	22	2042	45	208	40	208	35	0	0	0	0
	point20	21	2042	45	208	40	208	35	0	0	0	0
	point21	20	2042	45	208	40	208	35	0	0	0	0
	point22	19	2042	45	208	40	208	35	0	0	0	0
	point23	18	2042	45	208	40	208	35	0	0	0	0
	point 24	17	2042	45	208	40	208	35	0	0	0	0
	point25	16	2042	45	208	40	208	35	0	0	0	0
	point26	15	2042	45	208	40	208	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

	point27	14	2042	45	208	40	208	35	0	0	0	0
	point28	13										
sb Harbor Blvd n of seaward	point30	29	1362	15	14	10	14	10	0	0	0	0
	point31	28	1362	25	14	15	14	10	0	0	0	0
	point32	27	1362	30	14	25	14	20	0	0	0	0
	point33	26	1362	30	14	20	14	20	0	0	0	0
	point34	25	1362	25	14	20	14	15	0	0	0	0
	point35	31	1362	20	14	15	14	10	0	0	0	0
	point36	30										
nb harbor s of seaward	point43	38	1636	45	17	45	17	45	0	0	0	0
	point44	37	1636	45	17	45	17	45	0	0	0	0
	point45	36	470	45	5	45	5	45	0	0	0	0
	point46	35	470	45	5	45	5	45	0	0	0	0
	point47	34	470	25	5	20	5	20	0	0	0	0
	point48	33	470	15	5	10	5	10	0	0	0	0
	point49	32										
nb harbor n of seaward	point52	45	1617	20	17	15	17	10	0	0	0	0
	point53	44	1617	25	17	15	17	15	0	0	0	0
	point54	43	1617	30	17	25	17	20	0	0	0	0
	point55	42	1617	30	17	25	17	20	0	0	0	0
	point56	41	1617	25	17	20	17	15	0	0	0	0
	point57	40	1617	20	17	15	17	15	0	0	0	0
	point97	97	1294	15	13	10	13	10	0	0	0	0
	point58	39										
sb Harbor Blvd S of seaward	point59	52	1764	15	18	10	18	10	0	0	0	0
	point37	51	1764	25	18	20	18	15	0	0	0	0
	point38	50	1764	35	18	35	18	35	0	0	0	0
	point39	49	1764	35	18	35	18	35	0	0	0	0
	point40	48	1764	40	18	40	18	40	0	0	0	0
	point41	47	1764	45	18	45	18	45	0	0	0	0
	point42	46										
101 sb onramp	point60	66	324	10	3	5	3	5	0	0	0	0
	point61	65	324	10	3	5	3	5	0	0	0	0
	point62	64	324	15	3	10	3	10	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

	point63	63	500	15	5	10	5	10	0	0	0	0
	point64	62	500	15	5	10	5	10	0	0	0	0
	point65	61	500	25	5	15	5	15	0	0	0	0
	point66	60	500	30	5	20	5	20	0	0	0	0
	point67	59	500	35	5	25	5	20	0	0	0	0
	point68	58	500	35	5	25	5	20	0	0	0	0
	point69	57	500	40	5	35	5	25	0	0	0	0
	point70	56	500	45	5	40	5	35	0	0	0	0
	point71	55	500	45	5	40	5	35	0	0	0	0
	point72	54	500	45	5	40	5	35	0	0	0	0
	point73	53										
nb habor onto eb seaward	point77	75	1166	15	12	15	12	15	0	0	0	0
	point78	74	1166	15	12	15	12	15	0	0	0	0
	point79	73	1166	15	12	15	12	15	0	0	0	0
	point80	72	1166	15	12	15	12	15	0	0	0	0
	point81	71	1166	15	12	15	12	15	0	0	0	0
	point82	70	832	15	9	15	9	15	0	0	0	0
	point83	69	832	15	9	15	9	15	0	0	0	0
	point84	68										
eb seaward w of harbor	point85	79	440	20	5	15	5	10	0	0	0	0
	point86	78	440	25	5	15	5	15	0	0	0	0
	point87	77	440	20	5	10	5	10	0	0	0	0
	point88	76										
wb seaward w of harbor	point90	83	392	10	4	10	4	10	0	0	0	0
	point91	82	392	15	4	15	4	10	0	0	0	0
	point92	81	392	20	4	15	4	15	0	0	0	0
	point93	80										
eb seaward e of harbor	point94	89	656	15	7	10	7	10	0	0	0	0
	point95	88	656	25	7	20	7	15	0	0	0	0
	point96	87	656	25	7	20	7	15	0	0	0	0
	point96	96	1490	25	15	20	15	15	0	0	0	0
	point97	86	1490	25	15	20	15	15	0	0	0	0
	point98	85	1490	15	15	10	15	10	0	0	0	0
	point99	84										

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

wb seaward e of harbor	point101	95	1382	15	14	10	14	10	0	0	0	0
	point102	94	1382	25	14	20	14	15	0	0	0	0
	point103	93	1382	25	14	20	14	15	0	0	0	0
	point104	92	1382	20	14	15	14	15	0	0	0	0
	point105	91	1382	15	14	10	14	10	0	0	0	0
	point106	90										
SB 101 onramp 2	point98	98	334	15	3	15	3	15	0	0	0	0
	point99	99	334	20	3	20	3	20	0	0	0	0
	point100	100	334	30	3	25	3	25	0	0	0	0
	point101	101	334	40	3	30	3	30	0	0	0	0
	point102	102	334	45	3	40	3	35	0	0	0	0
	point103	103	334	45	3	40	3	35	0	0	0	0
	point104	104	334	45	3	40	3	35	0	0	0	0
	point105	105										
US 101 South 1lane	point107	107	2042	45	208	40	208	35	0	0	0	0
	point108	108	2042	45	208	40	208	35	0	0	0	0
	point109	109	2042	45	208	40	208	35	0	0	0	0
	point110	110	2042	45	208	40	208	35	0	0	0	0
	point111	111	2042	45	208	40	208	35	0	0	0	0
	point112	112	2042	45	208	40	208	35	0	0	0	0
	point113	113	2042	45	208	40	208	35	0	0	0	0
	point114	114	2042	45	208	40	208	35	0	0	0	0
	point115	115	2042	45	208	40	208	35	0	0	0	0
	point116	116	2042	45	208	40	208	35	0	0	0	0
	point117	117	2042	45	208	40	208	35	0	0	0	0
	point118	118										
US 101 South 3lane	point119	119	2042	45	208	40	208	35	0	0	0	0
	point120	120	2042	45	208	40	208	35	0	0	0	0
	point121	121	2042	45	208	40	208	35	0	0	0	0
	point122	122	2042	45	208	40	208	35	0	0	0	0
	point123	123	2042	45	208	40	208	35	0	0	0	0
	point124	124	2042	45	208	40	208	35	0	0	0	0
	point125	125	2042	45	208	40	208	35	0	0	0	0
	point126	126	2042	45	208	40	208	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

	point127	127	2042	45	208	40	208	35	0	0	0	0
	point128	128	2042	45	208	40	208	35	0	0	0	0
	point129	129	2042	45	208	40	208	35	0	0	0	0
	point130	130										
US 101 North 3lane	point131	131	2042	45	208	40	208	35	0	0	0	0
	point132	132	2042	45	208	40	208	35	0	0	0	0
	point133	133	2042	45	208	40	208	35	0	0	0	0
	point134	134	2042	45	208	40	208	35	0	0	0	0
	point135	135	2042	45	208	40	208	35	0	0	0	0
	point136	136	2042	45	208	40	208	35	0	0	0	0
	point137	137	2042	45	208	40	208	35	0	0	0	0
	point138	138	2042	45	208	40	208	35	0	0	0	0
	point139	139	2042	45	208	40	208	35	0	0	0	0
	point140	140	2042	45	208	40	208	35	0	0	0	0
	point141	141	2042	45	208	40	208	35	0	0	0	0
	point142	142										
US 101 North 1lane	point143	143	2042	45	208	40	208	35	0	0	0	0
	point144	144	2042	45	208	40	208	35	0	0	0	0
	point145	145	2042	45	208	40	208	35	0	0	0	0
	point146	146	2042	45	208	40	208	35	0	0	0	0
	point147	147	2042	45	208	40	208	35	0	0	0	0
	point148	148	2042	45	208	40	208	35	0	0	0	0
	point149	149	2042	45	208	40	208	35	0	0	0	0
	point150	150	2042	45	208	40	208	35	0	0	0	0
	point151	151	2042	45	208	40	208	35	0	0	0	0
	point152	152	2042	45	208	40	208	35	0	0	0	0
	point153	153	2042	45	208	40	208	35	0	0	0	0
	point154	154										

RESULTS: SOUND LEVELS

Pierpont Village

<Organization?>
<Analysis By?>

9 April 2010
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:

Pierpont Village

RUN:

Pierpont Village Existing

BARRIER DESIGN:

INPUT HEIGHTS

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with approval of FHWA.

ATMOSPHERICS:

68 deg F, 50% RH

Receiver

Name	No.	#DUs	Existing LAeq1h dBA	No Barrier				Type Impact	With Barrier			
				LAeq1h		Increase over existing			Calculated LAeq1h dBA	Noise Reduction		Calculated minus Goal dB
				Calculated	Crit'n	Calculated	Crit'n			Calculated	Goal	
Unit 18	1	1	0.0	60.7	66	60.7	10	---	60.7	0.0	8	-8.0
Unit 1/Measurement Loc 3	2	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
Unit 10	3	1	0.0	61.3	66	61.3	10	---	61.3	0.0	8	-8.0
Unit 22/Measurement Loc 2	4	1	0.0	60.7	66	60.7	10	---	60.7	0.0	8	-8.0
Unit 67/Measurement Loc 1	5	1	0.0	59.2	66	59.2	10	---	59.2	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		5	0.0	0.0	0.0							
All Impacted		1	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

<Organization?>

9 April 2010

<Analysis By?>

TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT:

Pierpont Village

RUN:

Pierpont Village Existing

Roadway Name	Points		Segment									
	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
US 101 South 2lane	point1	12	1340	45	167	40	167	35	0	0	0	0
	point2	11	1340	45	167	40	167	35	0	0	0	0
	point3	10	1340	45	167	40	167	35	0	0	0	0
	point4	9	1340	45	167	40	167	35	0	0	0	0
	point5	8	1340	45	167	40	167	35	0	0	0	0
	point6	7	1340	45	167	40	167	35	0	0	0	0
	point7	6	1340	45	167	40	167	35	0	0	0	0
	point8	5	1340	45	167	40	167	35	0	0	0	0
	point9	4	1340	45	167	40	167	35	0	0	0	0
	point10	3	1340	45	167	40	167	35	0	0	0	0
	point11	2	1340	45	167	40	167	35	0	0	0	0
	point12	1										
US 101 North 2 lane	point17	24	1340	45	167	40	167	35	0	0	0	0
	point18	23	1340	45	167	40	167	35	0	0	0	0
	point19	22	1340	45	167	40	167	35	0	0	0	0
	point20	21	1340	45	167	40	167	35	0	0	0	0
	point21	20	1340	45	167	40	167	35	0	0	0	0
	point22	19	1340	45	167	40	167	35	0	0	0	0
	point23	18	1340	45	167	40	167	35	0	0	0	0
	point24	17	1340	45	167	40	167	35	0	0	0	0
	point25	16	1340	45	167	40	167	35	0	0	0	0
	point26	15	1340	45	167	40	167	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

	point27	14	1340	45	167	40	167	35	0	0	0	0
	point28	13										
sb Harbor Blvd n of seaward	point30	29	744	15	8	10	8	00	0	0	0	0
	point31	28	744	25	8	15	8	10	0	0	0	0
	point32	27	744	30	8	25	8	20	0	0	0	0
	point33	26	744	30	8	20	8	20	0	0	0	0
	point34	25	744	25	8	20	8	15	0	0	0	0
	point35	31	744	20	8	15	8	10	0	0	0	0
	point36	30										
nb harbor s of seaward	point43	38	1068	45	11	45	11	45	0	0	0	0
	point44	37	1068	45	11	45	11	45	0	0	0	0
	point45	36	274	45	3	45	3	45	0	0	0	0
	point46	35	274	45	3	45	3	45	0	0	0	0
	point47	34	274	25	3	20	3	20	0	0	0	0
	point48	33	274	15	3	10	3	10	0	0	0	0
	point49	32										
nb harbor n of seaward	point52	45	598	20	6	15	6	10	0	0	0	0
	point53	44	598	25	6	15	6	15	0	0	0	0
	point54	43	598	30	6	25	6	20	0	0	0	0
	point55	42	598	30	6	25	6	20	0	0	0	0
	point56	41	598	25	6	20	6	15	0	0	0	0
	point57	40	598	20	6	15	6	15	0	0	0	0
	point97	97	244	15	3	10	3	10	0	0	0	0
	point58	39										
sb Harbor Blvd S of seaward	point59	52	744	15	8	10	8	10	0	0	0	0
	point37	51	744	25	8	20	8	15	0	0	0	0
	point38	50	744	35	8	35	8	35	0	0	0	0
	point39	49	744	35	8	35	8	35	0	0	0	0
	point40	48	744	40	8	40	8	40	0	0	0	0
	point41	47	744	45	8	45	8	45	0	0	0	0
	point42	46										
101 sb onramp	point60	66	432	10	54	5	54	5	0	0	0	0
	point61	65	432	10	54	5	54	5	0	0	0	0
	point62	64	432	15	54	10	54	10	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

	point63	63	432	15	54	10	54	10	0	0	0	0
	point64	62	432	15	54	10	54	10	0	0	0	0
	point65	61	432	25	54	15	54	15	0	0	0	0
	point66	60	432	30	54	20	54	20	0	0	0	0
	point67	59	432	35	54	25	54	20	0	0	0	0
	point68	58	432	35	54	53	54	20	0	0	0	0
	point69	57	432	40	54	35	54	25	0	0	0	0
	point70	56	432	45	54	40	54	35	0	0	0	0
	point71	55	432	45	54	40	54	35	0	0	0	0
	point72	54	432	45	54	40	54	35	0	0	0	0
	point73	53										
nb habor onto eb seaward	point77	75	794	15	8	15	8	15	0	0	0	0
	point78	74	794	15	8	15	8	15	0	0	0	0
	point79	73	794	15	8	15	8	15	0	0	0	0
	point80	72	794	15	8	15	8	15	0	0	0	0
	point81	71	794	15	8	15	8	15	0	0	0	0
	point82	70	490	15	5	15	5	15	0	0	0	0
	point83	69	490	15	5	15	5	15	0	0	0	0
	point84	68										
eb seaward w of harbor	point85	79	392	20	4	15	4	10	0	0	0	0
	point86	78	392	25	4	15	4	15	0	0	0	0
	point87	77	392	20	4	10	4	10	0	0	0	0
	point88	76										
wb seaward w of harbor	point90	83	226	10	2	10	2	10	0	0	0	0
	point91	82	226	15	2	15	2	10	0	0	0	0
	point92	81	226	20	2	15	2	15	0	0	0	0
	point93	80										
eb seaward e of harbor	point94	89	676	15	7	10	7	10	0	0	0	0
	point95	88	676	25	7	20	7	15	0	0	0	0
	point96	87	676	25	7	20	7	15	0	0	0	0
	point96	96	1166	25	12	20	12	15	0	0	0	0
	point97	86	1166	25	12	20	12	15	0	0	0	0
	point98	85	1166	15	12	10	12	10	0	0	0	0
	point99	84										

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

wb seaward e of harbor	point101	95	922	15	9	10	9	10	0	0	0	0
	point102	94	922	25	9	20	9	15	0	0	0	0
	point103	93	922	25	9	20	9	15	0	0	0	0
	point104	92	922	20	9	15	9	15	0	0	0	0
	point105	91	922	15	9	10	9	10	0	0	0	0
	point106	90										
SB 101 onramp 2	point98	98	254	15	3	15	3	15	0	0	0	0
	point99	99	254	20	3	20	3	20	0	0	0	0
	point100	100	254	30	3	25	3	25	0	0	0	0
	point101	101	254	40	3	00	3	30	0	0	0	0
	point102	102	254	45	3	40	3	35	0	0	0	0
	point103	103	254	45	3	40	3	35	0	0	0	0
	point104	104	254	45	3	40	3	35	0	0	0	0
	point105	105										
US 101 South 1lane	point107	107	1340	45	167	40	167	35	0	0	0	0
	point108	108	1340	45	167	40	167	35	0	0	0	0
	point109	109	1340	45	167	40	167	35	0	0	0	0
	point110	110	1340	45	167	40	167	35	0	0	0	0
	point111	111	1340	45	167	40	167	35	0	0	0	0
	point112	112	1340	45	167	40	167	35	0	0	0	0
	point113	113	1340	45	167	40	167	35	0	0	0	0
	point114	114	1340	45	167	40	167	35	0	0	0	0
	point115	115	1340	45	167	40	167	35	0	0	0	0
	point116	116	1340	45	167	40	167	35	0	0	0	0
	point117	117	1340	45	167	40	167	35	0	0	0	0
	point118	118										
US 101 South 3lane	point119	119	1340	45	167	40	167	35	0	0	0	0
	point120	120	1340	45	167	40	167	35	0	0	0	0
	point121	121	1340	45	167	40	167	35	0	0	0	0
	point122	122	1340	45	167	40	167	35	0	0	0	0
	point123	123	1340	45	167	40	167	35	0	0	0	0
	point124	124	1340	45	167	40	167	35	0	0	0	0
	point125	125	1340	45	167	40	167	35	0	0	0	0
	point126	126	1340	45	167	40	167	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes

Pierpont Village

	point127	127	1340	45	167	40	167	35	0	0	0	0
	point128	128	1340	45	167	40	167	35	0	0	0	0
	point129	129	1340	45	167	40	167	35	0	0	0	0
	point130	130										
US 101 North 3 lane	point131	131	1340	45	167	40	167	35	0	0	0	0
	point132	132	1340	45	167	40	167	35	0	0	0	0
	point133	133	1340	45	167	40	167	35	0	0	0	0
	point134	134	1340	45	167	40	167	35	0	0	0	0
	point135	135	1340	45	167	40	167	35	0	0	0	0
	point136	136	1340	45	167	40	167	35	0	0	0	0
	point137	137	1340	45	167	40	167	35	0	0	0	0
	point138	138	1340	45	167	40	167	35	0	0	0	0
	point139	139	1340	45	167	40	167	35	0	0	0	0
	point140	140	1340	45	167	40	167	35	0	0	0	0
	point141	141	1340	45	167	40	167	35	0	0	0	0
	point142	142										
US 101 North 1 lane	point143	143	1340	45	167	40	167	35	0	0	0	0
	point144	144	1340	45	167	40	167	35	0	0	0	0
	point145	145	1340	45	167	40	167	35	0	0	0	0
	point146	146	1340	45	167	40	167	35	0	0	0	0
	point147	147	1340	45	167	40	167	35	0	0	0	0
	point148	148	1340	45	167	40	167	35	0	0	0	0
	point149	149	1340	45	167	40	167	35	0	0	0	0
	point150	150	1340	45	167	40	167	35	0	0	0	0
	point151	151	1340	45	167	40	167	35	0	0	0	0
	point152	152	1340	45	167	40	167	35	0	0	0	0
	point153	153	1340	45	167	40	167	35	0	0	0	0
	point154	154										

C:\LARDA\SLMUTIL\01APR_10.bin Interval Data

Meas																
Site	Location	Number	Date	Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	L(10)	L(33)	L(50)	L(90)	L(100)
0	1	1	01Apr 10	17:00:01	1200	60.6	91.4	81.3	52.4	94.2	98.1	63.4	60.2	58.7	54.9	0
0	2	2	01Apr 10	17:28:10	1200	57.2	88	67.4	53.9	85	102.6	58.4	57.3	56.8	55.4	0
0	3	3	01Apr 10	17:51:35	1200	63.9	94.7	75.4	59.5	88.2	102.6	65.6	63.8	63.1	61.4	0
0	1	4	02Apr 10	7:39:36	1200	61.3	92.1	78.8	54.9	93.4	98.1	63.4	60.7	59.5	57	0
0	3	5	02Apr 10	8:03:35	1200	65.9	96.7	76.5	57.6	89.8	98.1	67.9	66.1	65.3	62.8	0

Attachment F
City Memorandum Traffic Analysis

CITY OF VENTURA

CITY MEMORANDUM

Date: August 12, 2010

To: Iain Holt, Senior Planner

From: V. S. Chandrashaker, Associate Transportation Engineer 

Subject: Anastasi Development Company Project

Two prior environmental documents have evaluated the impacts of proposed development on the subject 5.62-acre vacant property at the southwest corner of Seaward Avenue and Harbor Boulevard.

EIR-2171 (October 1999) for the Harbor-Seaward Project evaluated the request for a zone change and coastal development permit for a project which consisted of a hotel with 122 rooms, 11,375 square feet of promenade shops, two fast-food restaurants and three retail/restaurant pads. The traffic analysis in the subject EIR estimated the proposed project to generate 4,182 daily trips, 312 A.M. trips and 331 P.M. trips. Two of the study intersections, Seaward Avenue/Harbor Boulevard and Seaward Avenue/U.S. Highway 101 operated below LOS D, which was unacceptable under City of Ventura standards. Under Existing Plus Project conditions, the subject intersections continued to operate below acceptable levels. However, the planned construction of the U.S. Highway 101/Seaward Avenue interchange improvements reduced the cumulative impacts to less than significant levels. In addition, significant impacts in areas of site access and on-site safety were identified and mitigation measures for each of these impacts were recommended to reduce these impacts to less than significant levels.

The Final Subsequent Environmental Impact Report for the Pierpont Village Project EIR-2171 (February 2002) included a proposed Comprehensive Plan amendment and corresponding zone change. The conceptual project used for analysis included 59 single-family townhouse units, 11 rental units that included a commercial work/office area, 20 apartments as well as 13,270 square feet of commercial space and 14,000 square feet of restaurant space. With regard to traffic impacts, the development concept presented as part of the revised project was estimated to generate 3,192 daily trips, 89 A.M. peak hour trips, and 281 P.M. peak hour trips. Since the numbers of project-generated trips were reduced, a comprehensive reexamination of the potential impacts on Levels of Service (LOS) was determined to be unnecessary. Instead, city staff reviewed and made recommendations for modifications to impact statements and mitigation measures.

The following changes were made to the traffic mitigation measures:

- Measures T-1(a) and T-1(b) were deleted due to the construction of the Caltrans U.S. Highway 101/Seaward Avenue Interchange improvements.

- The original Measures T-2(a) and T-2(b) were deleted and the following new measures were added:
 - **T-2(a)** Turning movements at the two project driveways on Harbor Boulevard shall be restricted to right-in and right-out;
 - **T-2(b)** An exclusive right turn lane shall be dedicated and constructed on Harbor Boulevard at the Seaward Avenue intersection;
 - **T-2(c)** A deceleration lane/exclusive right turn lane shall be dedicated and constructed leading into the site from Seaward Avenue;
 - **T-2(d)** Striping improvements shall be implemented to provide a two-way left turn lane on Seaward Avenue in front of the site.

- Measure T-6 was deemed not applicable to the revised project and was eliminated.

- Measures T-8(a) and T-8(b) were deemed to be no longer relevant and were deleted.

- A new measure was added as follows:
 - **T-5** The intersection of Seaward Avenue and Pierpont Boulevard shall be modified to incorporate traffic calming features. This could include some or all of the following features:
 - Intersection bulbouts to reduce crossing distances;
 - A reduction in width of the eastern approach of Seaward Avenue, if deemed appropriate by the City Engineer;
 - Textured intersection pavement;
 - Pedestrian scale lighting at the intersection; landscaped planters at the intersection to focus drivers attention on slowing speeds;
 - A flashing red signal.

The adoption of the 2005 General Plan established new policies for review of developments and addressing traffic issues. Additionally, a new citywide traffic model was developed for the General Plan traffic analysis and has subsequently been used for review of new development proposals.

The current development proposal at the subject site is a mixed-use development consisting of a total of 138 condominium units including 10 live work units, 13,923 square feet of commercial space and 6,691 square feet of restaurant space.

Growth assumptions for each vacant parcel of land were made as part of the development of the citywide traffic model. For the subject 5.62-acre property, which is a portion of Traffic

Analysis Zone (TAZ) Number 250 in the traffic model, the assumed land uses included 50 apartments, 50 condominiums and 30,000 square feet of high traffic retail use. A comparison of the trip generation for the growth assumptions in the General Plan and the proposed project, shown in Attachment A, indicates that the General Plan growth assumptions are slightly higher than the proposed project. Therefore, the 2025 traffic projections from the General Plan represent the Year 2025 General Plan + Project conditions. A traffic model run was conducted without any growth for the subject property and the model results (included in Attachment B) represent the Year 2025 General Plan Without Project conditions. The project's impacts at the study area intersections are captured by the differences in the ICU (intersection capacity utilization) values between the General Plan + Project and the General Plan (No Project) scenarios (Refer to table A). The addition of the project's impacts to the existing conditions results in the Existing + Project scenario shown in table B. As is evident from Tables A & B, all of the study intersections operate within the city's level of service standards. Pursuant to City and County policies, the additional project trips on the local and regional roadways would be mitigated through the payment of applicable City and County traffic impact fees.

The adopted mitigation measures from EIR-2171 need to be reviewed with reference to the policies in the 2005 General Plan in terms of applicability to the current project. The following General Plan policies have relevance:

- Action 4.3: Provide transportation services that meet the special mobility needs of the community including youth, elderly, and disabled persons.
- 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 4.12: 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 fees, or a combination thereof.
- 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 4.21: 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.

Based on the above policies, changes to the adopted mitigation measures are as follows:

- Measure T-2(a) is still relevant and is to be retained;
- Measure T-2(b) is no longer needed and can be deleted;

- Measure T-2(c) is no longer needed and can be deleted;
- Measure T-2(d) is still relevant and is to be retained;
- Measure T-5 is still relevant and is to be retained.

Please incorporate this analysis into the environmental document for the subject project.

ATTACHMENT A

GENERAL PLAN GROWTH ASSUMPTION

Land Use	Size	Average Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
Apartments	50 DU	6.63	332	0.51	26	0.62	31
Condominiums	50 DU	5.86	293	0.44	22	0.52	26
High Retail	30 TSF	83.86	2516	2.03	61	7.64	229
TOTAL			3141		109		286

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

PROPOSED PROJECT TRIP GENERATION

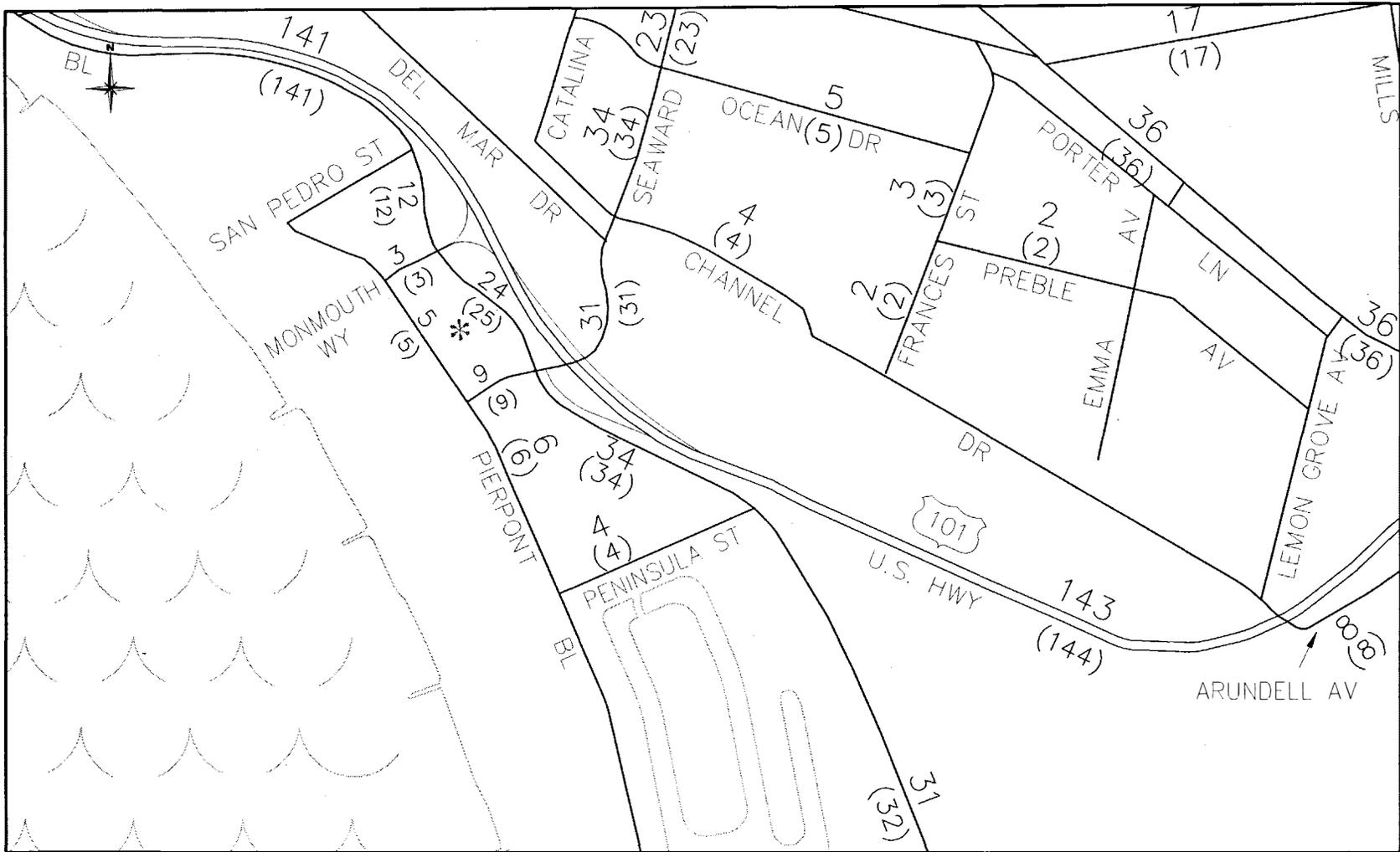
Land Use	Size	Average Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
Condominiums	138 DU	5.86	809	0.44	61	0.54	75
Restaurant	6.7 TSF	89.95	603	0.81	5	7.49	50
Neighborhood Retail	13.9 TSF	104.77	1456	2.60	36	9.46	131
TOTAL			2868		102		256

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

Net Decrease in TOTAL	-273	-7	-30
------------------------------	-------------	-----------	------------

LAND USE AND TRIP GENERATION

Scenario 1 (Baseline)										
Zone	Land Use Type	Amount	Units	AM Peak Hour			PM Peak Hour			ADT
				In	Out	Total	In	Out	Total	
250	2. Condos	50	DU	4	19	23	18	9	27	293
	3. Apartments	50	DU	4	22	26	21	10	31	332
	6. Hotel/Motel	200	ROOM	62	68	130	66	64	130	1,804
	9. High Retail	12.61	TSF	15	10	25	47	49	96	1,057
	9. High Retail	30	TSF	37	24	61	112	117	229	2,516
	SUB-TOTAL			122	143	265	264	249	513	6,002
Proposed Land Use Changes (TAZ 250)										
Zone	Land Use Type	Amount	Units	AM Peak Hour			PM Peak Hour			ADT
				In	Out	Total	In	Out	Total	
250	6. Hotel/Motel	200	ROOM	62	68	130	66	64	130	1,804
	9. High Retail	12.61	TSF	15	10	25	47	49	96	1,057
	SUB-TOTAL			77	78	155	113	113	226	2,861
	Net Change			-45	-65	-110	-151	-136	-287	-3,141

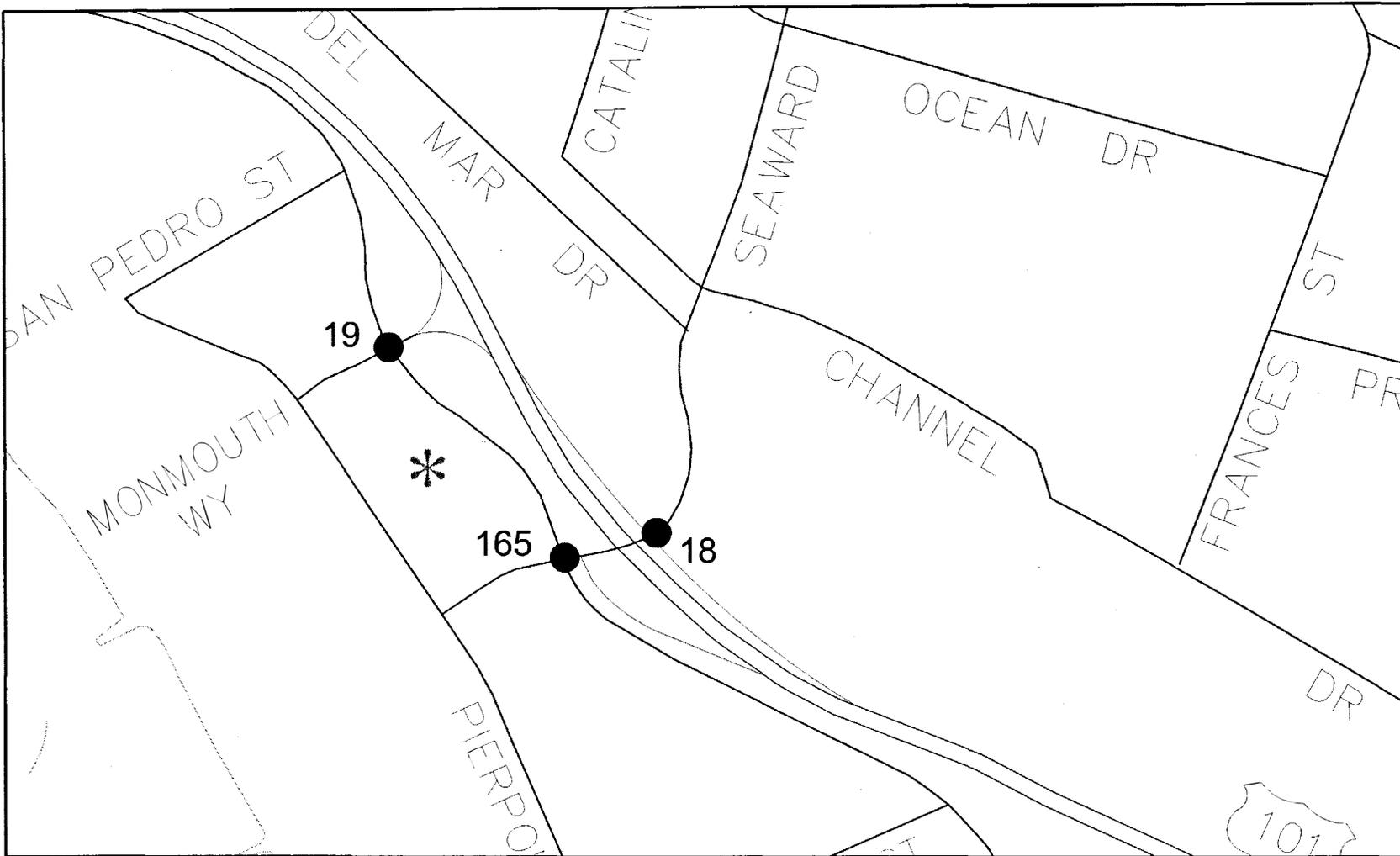


Legend	
XX	Proposed Land Use Changes
(YY)	Scenario 1 (Baseline)
*	TAZ 250

Figure 1
 2025 ADT VOLUMES (000's)
 - WITH PROPOSED LAND USE CHANGES (TAZ 250)

ICU COMPARISON SUMMARY
 - PROPOSED LAND USE CHAGES FOR TAZ 250

Loc. #	North-South (NS) Road at East-West (EW) Road	Scenario 1 (Baseline)				Proposed Land Use Changes (TAZ 250)				Difference	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS		
18	Seaward & US 101 NB Ramps	.52	A	.62	B	.52	A	.62	B	.00	.00
19	Monmouth/US 101 SB & Harbor	.56	A	.80	C	.56	A	.79	C	.00	-.01
165	Seaward & Harbor	.58	A	.70	B	.57	A	.69	B	-.01	-.01



Legend	
● XX	Intersection Location
*	TAZ 250

Figure 2
INTERSECTION LOCATION MAP

18. Seaward & US 101 NB Ramps

2025 Scenario 1 (Baseline)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	510	.16*	570	.18*
NBT	2	3200	920	.29	950	.30
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	760	.24*	1050	.33*
SBR	1	1600	230	.14	260	.16
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	390	.12*	360	.11*
WBT	0	0	0		0	
WBR	2	3200	410	.13	450	.14

TOTAL CAPACITY UTILIZATION .52 .62

2025 Proposed LU Changes						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3200	510	.16*	570	.18*
NBT	2	3200	910	.28	940	.29
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	2	3200	760	.24*	1040	.33*
SBR	1	1600	230	.14	270	.17
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3200	390	.12*	340	.11*
WBT	0	0	0		0	
WBR	2	3200	410	.13	460	.14

TOTAL CAPACITY UTILIZATION .52 .62

19. Monmouth/US 101 SB & Harbor

2025 Scenario 1 (Baseline)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		640		940	
SBT	0.5	3200	30	.21*	70	.33*
SBR	0		10		40	
EBL	1	1600	150	.09*	140	.09*
EBT	2	3200	360	.12	410	.14
EBR	0	0	20		30	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	370	.23*	560	.35*
WBR	1	1600	310	.19	330	.21

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .56 .80

2025 Proposed LU Changes						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		20		30	
NBT	1.5	3200	30	.03*	40	.03*
NBR	0		40		40	
SBL	1.5		630		940	
SBT	0.5	3200	30	.21*	70	.33*
SBR	0		10		40	
EBL	1	1600	150	.09*	150	.09*
EBT	2	3200	360	.12	400	.13
EBR	0	0	20		30	
WBL	1	1600	20	.01	30	.02
WBT	1	1600	370	.23*	550	.34*
WBR	1	1600	290	.18	300	.19

Note: Assumes N/S Split Phasing

TOTAL CAPACITY UTILIZATION .56 .79

165. Seaward & Harbor

2025 Scenario 1 (Baseline)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.03	80	.05
NBT	2	3200	360	.13*	310	.12*
NBR	0	0	40		60	
SBL	2	3200	570	.18*	640	.20*
SBT	2	3200	200	.06	320	.10
SBR	1	1600	320	.20	470	.29
EBL	2	3200	430	.13*	360	.11
EBT	2	3200	560	.18	1100	.36*
EBR	0	0	20		50	
WBL	1	1600	10	.01	30	.02*
WBT	2	3200	270	.08*	450	.14
WBR	2	3200	900	.28	1190	.37
Right Turn Adjustment			WBR	.06*		

TOTAL CAPACITY UTILIZATION .58 .70

2025 Proposed LU Changes						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.03	80	.05
NBT	2	3200	360	.12*	310	.12*
NBR	0	0	30		60	
SBL	2	3200	570	.18*	650	.20*
SBT	2	3200	200	.06	330	.10
SBR	1	1600	320	.20	420	.26
EBL	2	3200	410	.13*	330	.10
EBT	2	3200	550	.18	1080	.35*
EBR	0	0	20		50	
WBL	1	1600	10	.01	30	.02*
WBT	2	3200	270	.08*	430	.13
WBR	2	3200	900	.28	1200	.38
Right Turn Adjustment			WBR	.06*		

TOTAL CAPACITY UTILIZATION .57 .69

Table A
Intersection ICU and LOS Summary
Year 2025 Traffic Conditions

Intersection	General Plan + Project				General Plan (No Project)				Change In ICU		Impact
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M.	P.M.	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS			
18. Seaward & US 101 NB Ramps	0.52	A	0.62	B	0.52	A	0.62	B	0.00	0.00	No
19. Monmouth/US 101 SB & Harbor	0.56	A	0.80	C	0.56	A	0.79	C	0.00	0.01	No
165. Seaward & Harbor	0.58	A	0.70	B	0.57	A	0.69	B	0.01	0.01	No

A = 0.00 - B = 0.61 - C = 0.71 - D = 0.81 - E = 0.91 -

LOS criteria

0.60 .70 0.80 0.90 1.00 F => 1.00

**Table B
Intersection ICU and LOS Summary
Existing Traffic Conditions**

Intersection	Existing Conditions				Project Impacts		Existing + Project				Impact
	AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	AM Peak Hour		PM Peak Hour		
	ICU	LOS	ICU	LOS	ICU	ICU	ICU	LOS	ICU	LOS	
18. Seaward & US 101 NB Ramps	0.44	A	0.53	A	0.00	0.00	0.44	A	0.53	A	No
19. Monmouth/US 101 SB & Harbor	0.44	A	0.62	B	0.00	0.01	0.44	A	0.63	B	No
165. Seaward & Harbor	0.59	A	0.52	A	0.01	0.01	0.60	A	0.53	A	No

Level of service ranges: 0.00 - .60 = A; 0.61- 0.70 = B; 0.71 - 0.80 = C; 0.81 - 0.90 = D; 0.91- 1.00 = F

Attachment G
Sewer System Analysis



1672 Donlon Street
 Ventura, CA 93003
 Local 805 654-6977
 Fax 805 654-6979

July 12, 2010
 Revised August 4, 2010

J.N. ARM3.4422

Iain Holt
 City of Ventura Planning Dept
 501 Poli Street
 Ventura, CA 93002

**SUBJECT: Anastasi Development Corporation
 Sewer System Analysis
 Harbor Boulevard & Seaward Avenue, Ventura, CA**

Dear Mr. Holt:

The Anastasi Development Corporation is proposing a 138-unit condo project at the corner of Harbor Boulevard and Seaward Avenue in the city of Ventura. The 5.7 acre site is currently vacant. The project is bounded on the north by Harbor Boulevard, on the west by a hotel parking lot, on the east by Seaward Avenue, and to the south by houses and Pierpont Boulevard. The proposed sewer will connect to an existing 15" line in Pierpont Boulevard just north of Seaward Avenue. The existing system flows southerly along the back of the Marina Village Shopping Center and then follows Bayshore Drive before joining a 12" force main at the south end of Pierpont Boulevard.

MRC Technologies conducted in-situ flow tests on the existing system. Their report explains that "Three meters were installed from upstream to downstream in sequence as follows: Manhole #1 (North) Pierpont & Seaward intersection, Manhole #2 (Mid) at 2524 Bayshore Avenue, and Manhole #3 (South) at 2953 Bayshore Avenue." All existing lines for this portion of the system are 15" VCP pipes at 0.15% slope.

Once the flow test results were received, Jensen Design & Survey analyzed both the existing condition and the developed condition. The developed condition adds the existing peak flows to the peak flows generated by the proposed development. The table below shows the comparison of the existing peak flows and the developed peak flows.

Comparison Existing vs Developed Conditions

	Existing Peak Velocity (ft/s)	Existing Peak Flow (cfs)	Existing Peak % Full	Developed Peak Velocity (ft/s)	Developed Peak Flow (cfs)	Developed Peak % Full
Manhole 1	1.11	0.204	21%	1.33	0.384	29%
Manhole 2	1.77	1.091	50%	1.84	1.270	55%
Manhole 3	2.0	1.955	74%	2.01	2.134	81%

Engineers

Planners

Surveyors

City of Ventura Standards require that lines 15" in diameter have a max peak flow of 1/2 the diameter of the pipe and maintain a velocity of 2 feet per second. At Manhole #3, the peak capacity is exceeded in both the existing and developed conditions.

To address the undersized pipe around MH #3, we recommend that the 15" sewer in Bayshore Drive between Peninsula Street and Coral Street be replaced with an 18" line. Another option would be to install a secondary line parallel to the existing 15" line, keeping the existing 15" line in service.

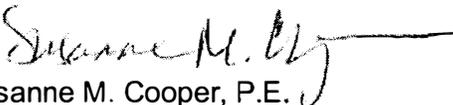
For MH #2 the calculations show the sewer line being 55% full. This impacts the 15" line in Bayshore Drive between the shopping center and Peninsula Street. We find this to be close enough to 50% that no mitigation is needed for this stretch of pipe.

The following documents are found in this report:

- MRC Technologies letter & site map (2 pages)
- Existing Data Summary (4 pages)
- Existing and Developed Summary (1 page)
- City of Ventura Standards Figure 7 – Sewer Generation Flow Rates
- Existing System FlowMaster Analysis (6 pages)
- Developed Condition System FlowMaster Analysis (6 pages)
- Mitigated System Flowmaster Analysis (2 pages)
- MRC Technologies raw data for Manholes 1, 2, and 3

If you should have any additional questions regarding this information or analysis, please don't hesitate to call.

Sincerely,
Jensen Design & Survey, INC.


Susanne M. Cooper, P.E.
Senior Civil Engineer



8.4.10



Lisa M. Henningsen

1111 Rancho Conejo Blvd, Suite 501

Newbury Park, CA 91320

Phone: 805 498 3811

www.mrctechnologies.com

▶ **Susanne Cooper**
Jensen Design and Survey

Thank you for giving MRC Technologies, Inc. the opportunity to assist with your flow reports. The equipment that was used is made by Teledyne Isco utilizing the continuous wave Doppler technology, which are perfect for portable applications as well as permanent applications.

This document serves as an overview of your installation and application. Three Teledyne Isco 2150 Area Velocity flow meters were installed in the immediate vicinity of the proposed Harbor Seaward project.

The meters were installed from upstream to downstream in sequence as follows: Manhole #1 (North) Pierpont & Seaward intersection. Manhole #2 (Mid) at 2524 Bayshore Ave and lastly Manhole #3 (South) at 2953 Bayshore Ave.

• All three flow meters were programmed to sample data once every fifteen minutes, which creates a continuous record. MRC Technologies, Inc. verified "zero" level reading each meter after insertion. We properly verified flow, level and velocity at each insertion point. Proper flow readings subsequent "zero" level readings were verified upon extraction.

In conclusion, all three flow meters were extracted and table data as well as graphical data was provided to present total flow at each point.

The 2150 Flow Module uses continuous Wave Doppler technology to measure mean velocity. The sensor transmits a continuous ultrasonic wave, and then measures the frequency shift of returned echoes reflected by air bubbles or particles in the flow.

The 2150 smart area velocity probe is built on digital electronics, so the analog is digitized in the sensor itself to overcome electromagnetic interference. The probe is also factory calibrated for 10 ft span at different temperatures. This built-in calibration frequency eliminates drift in the level signal, providing long-term level stability that reduces recalibration frequency and completely eliminates span recalibration.

In the field use, the 2150 is typically powered either by two alkaline, or Isco rechargeable Lead-Acid batteries, within a 2191 battery module. Highly efficient power management extends the battery life up to 15 months at 15 minute intervals.

Sincerely,

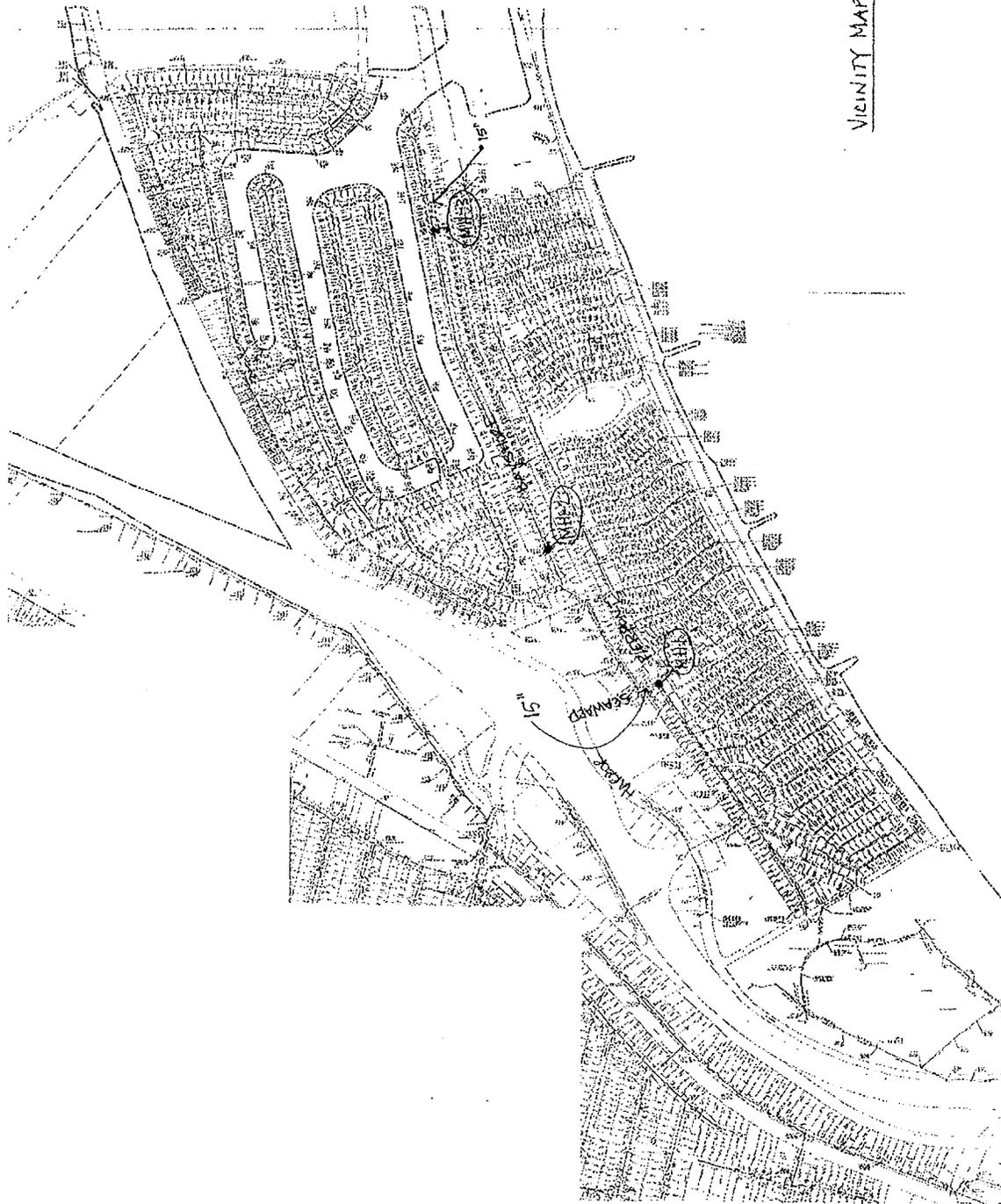
A handwritten signature in black ink, appearing to read "Lisa M. Henningsen", with a horizontal line extending to the right from the end of the signature.

Lisa M. Henningsen

President

MRC Technologies, Inc.

5/5/2010



VICINITY MAP

Harbor Seaward
Sewer Flow Monitoring Study

Meter 1

15" Main at Seaward & Pierpont

	Peak Depth (in)	Time Hrs (24)	Date	Peak Flow		Day of Week
				gpm	cfs	
1	1.69	7:15:00	3/19/2010	61.32	0.14	Friday
2	1.82	9:45:00	3/20/2010	72.69	0.16	Saturday
3	1.95	9:30:00	3/21/2010	82.91	0.18	Sunday
4	1.75	7:30:00	3/22/2010	67.50	0.15	Monday
5	1.75	7:45:00	3/23/2010	69.45	0.15	Tuesday
6	1.72	7:30:00	3/24/2010	67.36	0.15	Wednesday
7	1.66	7:30:00	3/25/2010	53.97	0.12	Thursday
8	1.59	7:30:00	3/26/2010	45.38	0.10	Friday
9	1.84	8:45:00	3/27/2010	64.16	0.14	Saturday
10	1.87	8:30:00	3/28/2010	64.26	0.14	Sunday
11	1.68	9:15:00	3/29/2010	40.50	0.09	Monday
12	1.55	9:45:00	3/30/2010	29.71	0.07	Tuesday
13	1.61	8:30:00	3/31/2010	29.64	0.07	Wednesday
14	1.51	10:45:00	4/1/2010	30.56	0.07	Thursday
Peak/Occurs At	1.95	9:30:00	3/21/2010	82.91	0.18	Max

Meter 2

15" Main on Bayshore north of Peninsula

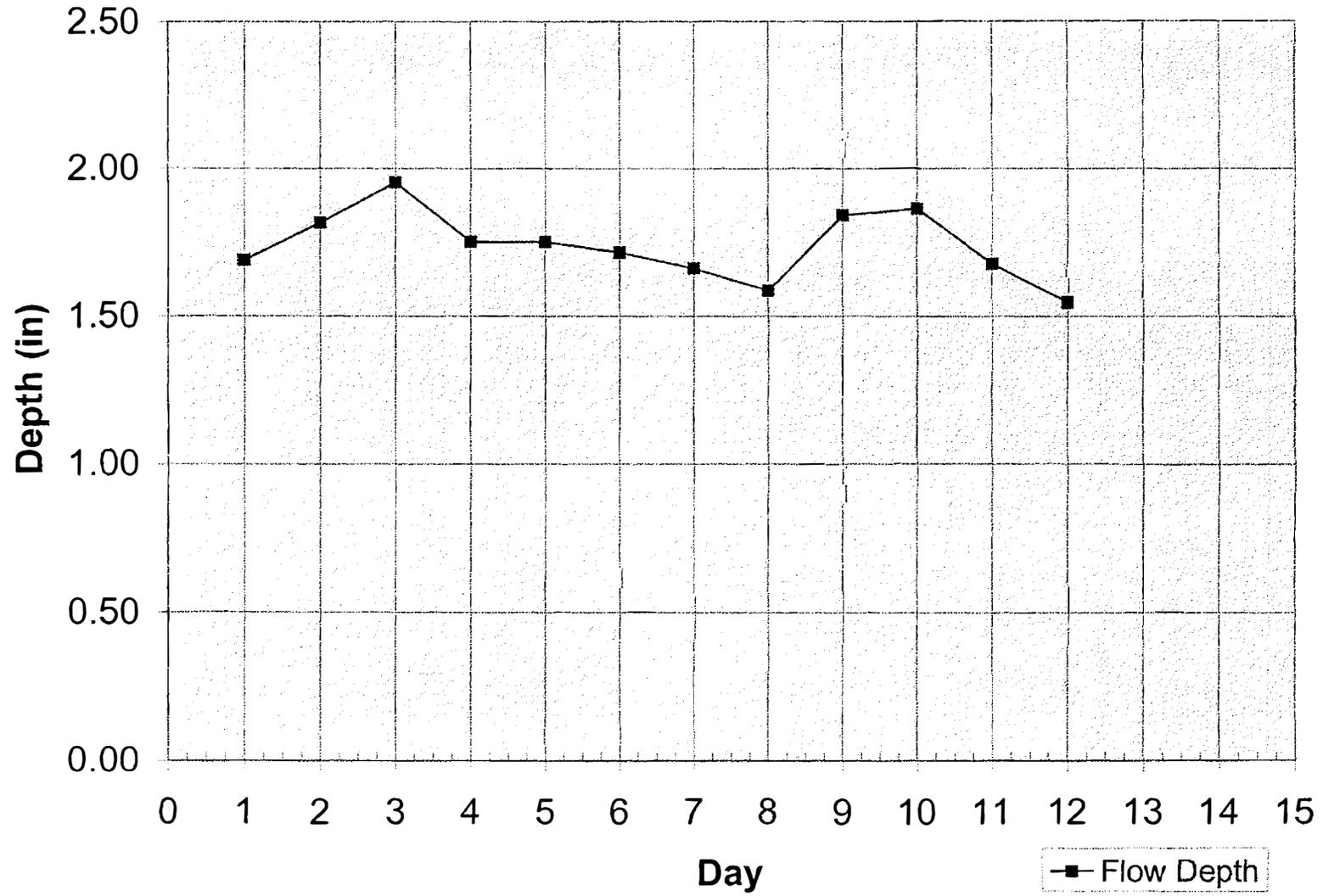
	Peak Depth (in)	Time Hrs (24)	Date	Peak Flow		Day of Week
				gpm	cfs	
1	5.97	7:30:00	3/19/2010	209.5	0.47	Friday
2	6.75	9:45:00	3/20/2010	290.2	0.65	Saturday
3	6.69	10:15:00	3/21/2010	273.5	0.61	Sunday
4	6.27	7:30:00	3/22/2010	228.8	0.51	Monday
5	6.06	8:00:00	3/23/2010	230.1	0.51	Tuesday
6	6.32	7:30:00	3/24/2010	244.5	0.54	Wednesday
7	6.03	7:30:00	3/25/2010	230.2	0.51	Thursday
8	5.98	9:00:00	3/26/2010	220.8	0.49	Friday
9	6.55	8:45:00	3/27/2010	265.5	0.59	Saturday
10	6.83	10:00:00	3/28/2010	284.1	0.63	Sunday
11	6.02	9:15:00	3/29/2010	216.4	0.48	Monday
12	5.84	9:45:00	3/30/2010	223.5	0.50	Tuesday
13	5.94	10:00:00	3/31/2010	207.9	0.46	Wednesday
14	5.75	8:00:00	4/1/2010	196.4	0.44	Thursday
Peak/Occurs At	6.75	9:45:00	3/20/2010	290.2	0.65	Max

Meter 3

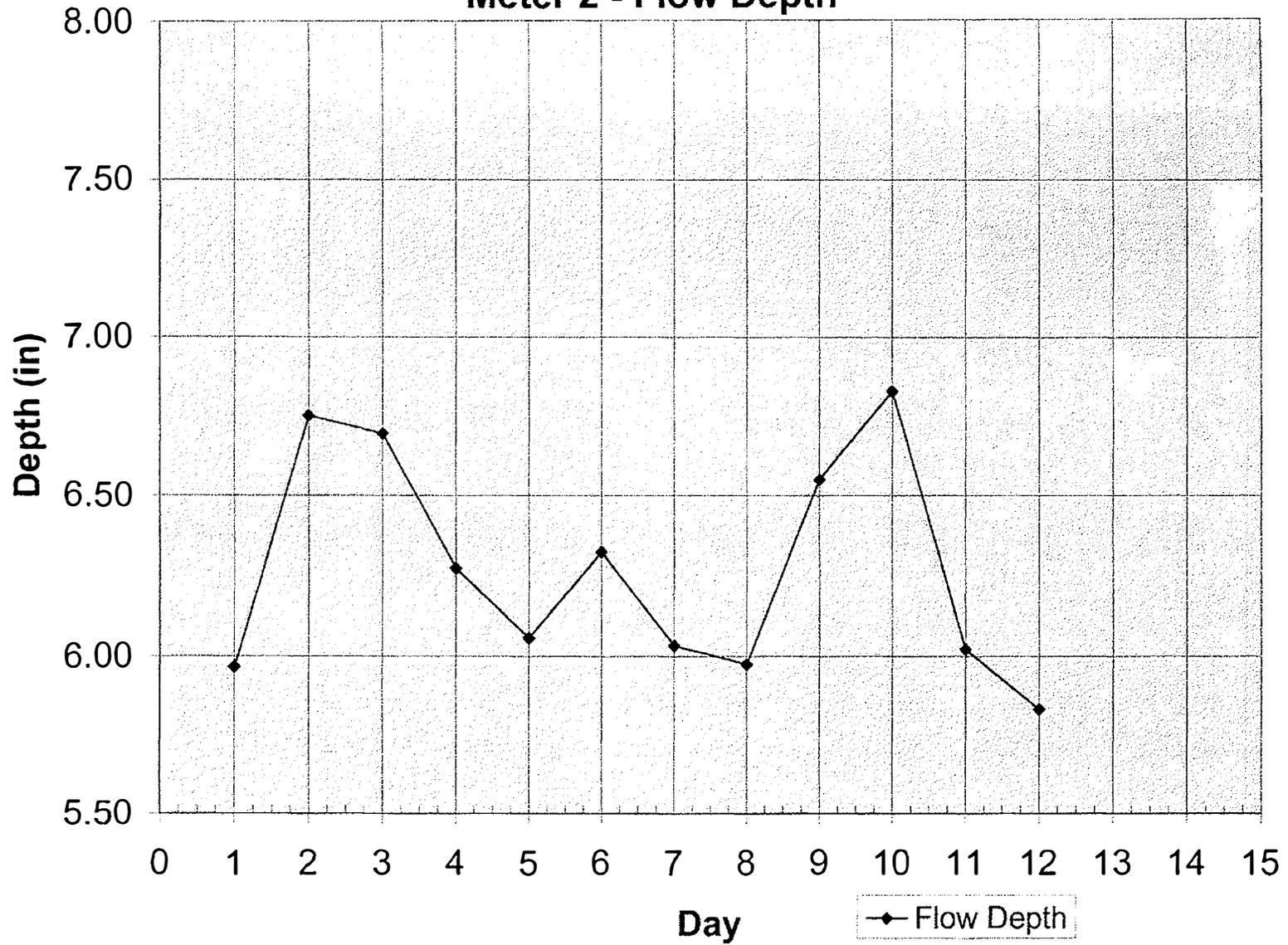
15" Main on Bayshore just north of Coral Street

	Peak Depth (in)	Time Hrs (24)	Date	Peak Flow		Day of Week
				gpm	cfs	
1	8.66	10:00:00	3/19/2010	472.8	1.05	Friday
2	10.04	10:00:00	3/20/2010	538.4	1.20	Saturday
3	9.92	10:00:00	3/21/2010	547.8	1.22	Sunday
4	10.27	7:45:00	3/22/2010	568.0	1.27	Monday
5	9.14	8:15:00	3/23/2010	480.0	1.07	Tuesday
6	9.65	8:15:00	3/24/2010	554.3	1.23	Wednesday
7	9.28	8:00:00	3/25/2010	501.2	1.12	Thursday
8	9.36	7:45:00	3/26/2010	522.9	1.16	Friday
9	9.94	10:45:00	3/27/2010	552.8	1.23	Saturday
10	10.08	10:15:00	3/28/2010	566.6	1.26	Sunday
11	8.86	9:15:00	3/29/2010	473.3	1.05	Monday
12	9.14	7:45:00	3/30/2010	479.0	1.07	Tuesday
13	9.04	9:30:00	3/31/2010	497.1	1.11	Wednesday
14	9.30	8:15:00	4/1/2010	496.0	1.11	Thursday
Peak/Occurs At	10.27	7:45	3/22/2010	568.0	1.27	Max

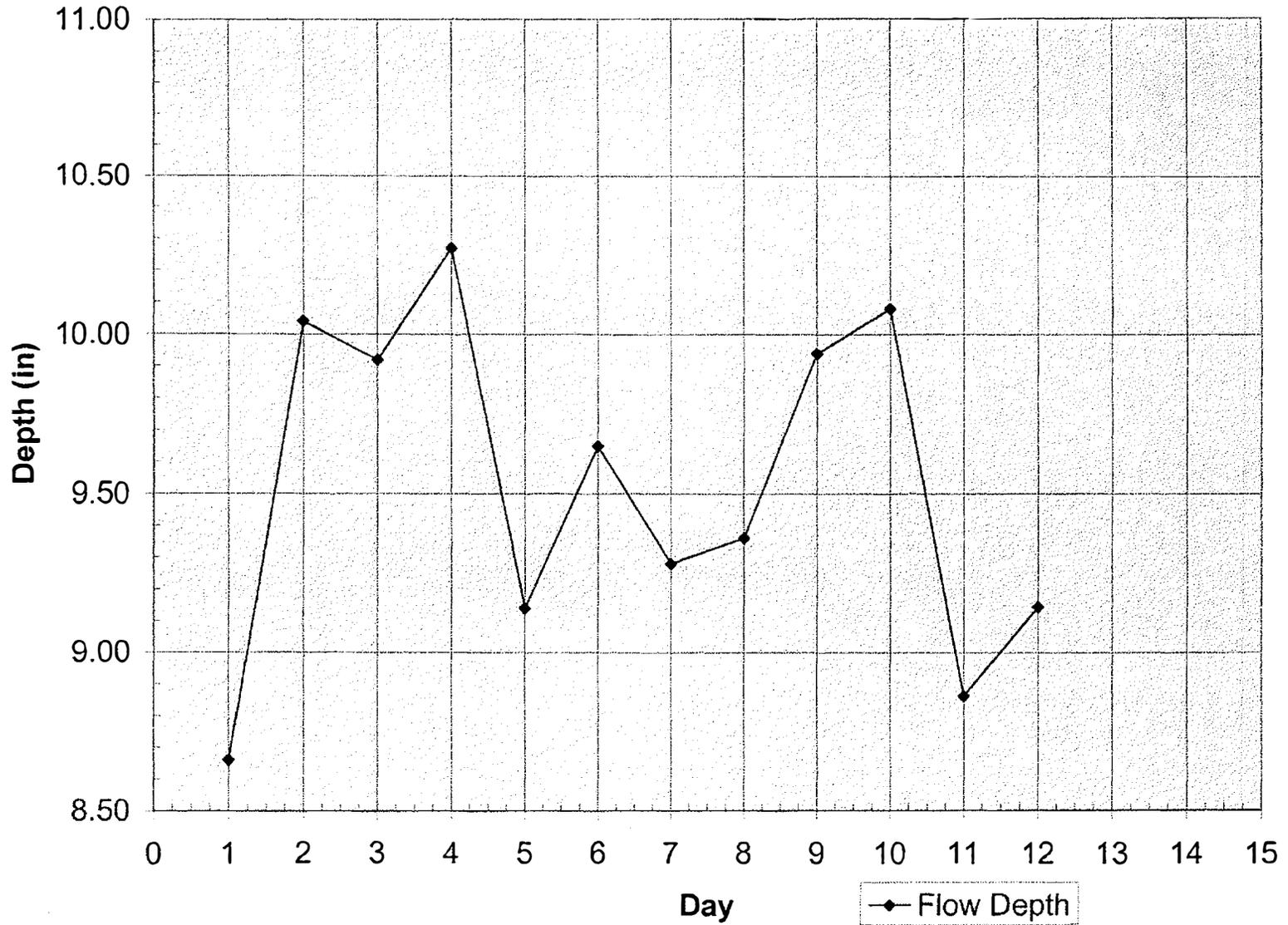
Meter 1 - Flow Depth



Meter 2 - Flow Depth



Meter 3 - Flow Depth



Anastasi Development - Harbor & Seaward
Future Developed Sewer Flows

Proposed Sewer Flow

Development	Population	Bldg Usage	Sewer Flow			
			unit flow*	units	average flow	
138 Units	345	Multi-family	0.00013	cfs/capita	0.045	cfs
Assume 2.5 people/unit					0.179	cfs

Peak**

* Source: City of San Buenaventura Standards, Figure 7 "Average Sewer Discharge Coefficients and Peak Flow Charts"

** From Figure 7 - 0.045 cfs is off the chart - therefore assume peak factor of 4.0.

Existing Data***				
	Average Level (in)	Average Velocity (ft/s)	Average Flow Rate (gpm)	Average Flow Rate (cfs)
Manhole 1	1.18	1.25	22.92	0.051
Manhole 2	5.03	0.895	148.37	0.331
Manhole 3	7.5	1.03	292.45	0.652

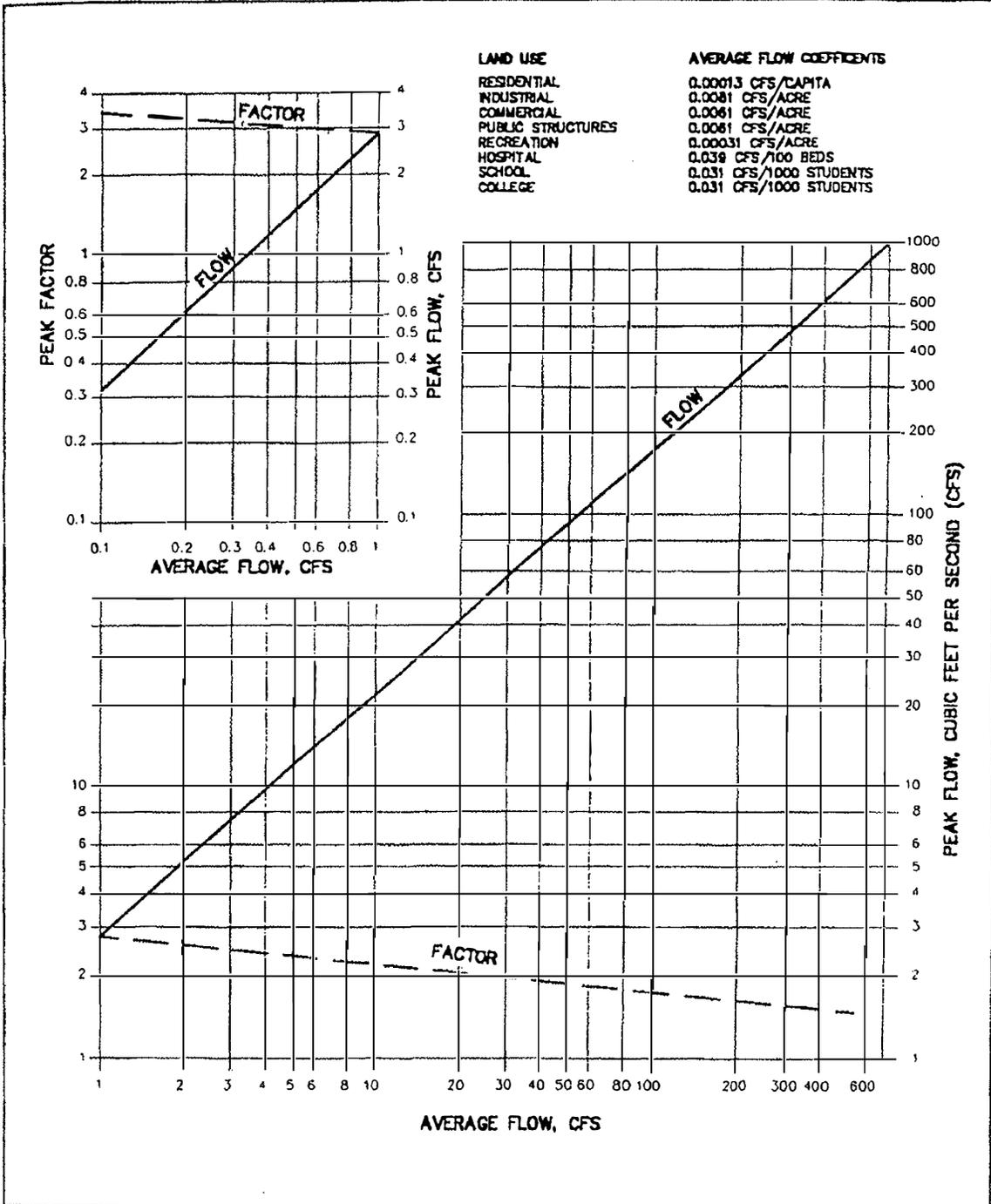
	Peak Factor*	Peak Flow Rate (cfs)	Pipe Size	Pipe Slope	Peak Velocity (ft/s)	Peak Depth of Flow (in)	% Full
Manhole 1	4**	0.204	15"	0.15%	1.11	3.1	21%
Manhole 2	3.3	1.091	15"	0.15%	1.77	7.5	50%
Manhole 3	3	1.955	15"	0.15%	2	11.1	74%

*** Source: MRC Technologies, Inc. Flow Reports MH 1 Pierpont & Seaward, MH 2 Bayshore Ave South, and MH 3 Bayshore Ave. from 3/19/10 to 4/2/10

Peak Developed + Peak Existing Data						
	Peak Developed + Existing Flows (cfs)	Pipe Slope	Velocity (ft/s)	Pipe Size	Depth of Flow (in)	% Full
Manhole 1	0.384	0.15%	1.33	15"	4.3	29%
Manhole 2	1.270	0.15%	1.84	15"	8.3	55%
Manhole 3	2.134	0.15%	2.01	15"	12.1	81%

Comparison Existing vs Developed Conditions

	Existing Peak Velocity (ft/s)	Existing Peak Flow (cfs)	Existing Peak % Full	Developed Peak Velocity (ft/s)	Developed Peak Flow (cfs)	Developed Peak % Full
Manhole 1	1.11	0.204	21%	1.33	0.384	29%
Manhole 2	1.77	1.091	50%	1.84	1.270	55%
Manhole 3	2	1.955	74%	2.01	2.134	81%



CITY OF SAN BUENAVENTURA

COMMUNITY SERVICES DEPARTMENT
ENGINEERING DIVISION

DESIGNED BY: <u>Y. WEISNER</u>	AVERAGE SEWER DISCHARGE COEFFICIENTS AND PEAK FLOW CHARTS	FIGURE 7
DRAWN BY: <u>B. EMAMI</u>		
CHECKED BY: <u>[Signature]</u>	APPROVED BY: <u>[Signature]</u>	DATE: <u>6/13/25</u>
APPROVED BY: <u>[Signature]</u> SANITATION SUPT.	CITY ENGINEER R.C.E. <u>37064</u>	SHEET 1 of 1

Manhole 1 Existing Peak Flow
Worksheet for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	MH 1 Existing Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

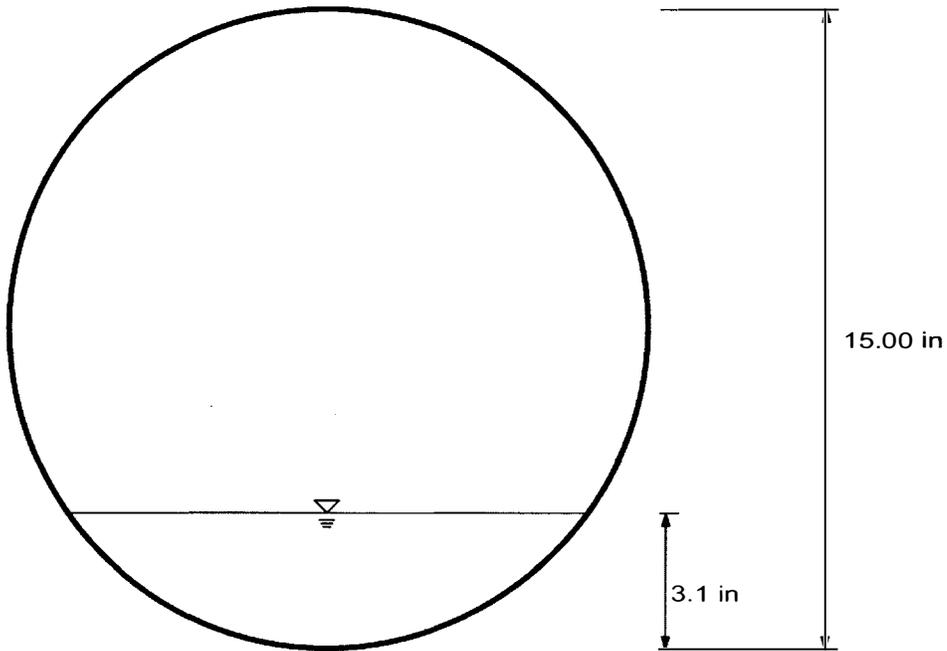
Input Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Diameter	15.00 in
Discharge	0.20 cfs

Results	
Depth	3.1 in
Flow Area	0.18 ft ²
Wetted Perimeter	1.18 ft
Top Width	1.01 ft
Critical Depth	0.17 ft
Percent Full	20.72
Critical Slope	0.007594 ft/ft
Velocity	1.11 ft/s
Velocity Head	0.02 ft
Specific Energy	0.28 ft
Froude Number	0.46
Maximum Discharge	2.33 cfs
Full Flow Capacity	2.17 cfs
Full Flow Slope	0.000013 ft/ft
Flow is subcritical.	

Manhole 1 Ex. Peak Depth of Flow
Cross Section for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	MH 1 Existing Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Section Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Depth	3.1 in
Diameter	15.00 in
Discharge	0.20 cfs



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Manhole 2 Existing Peak Flow
Worksheet for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	MH 2 Existing Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

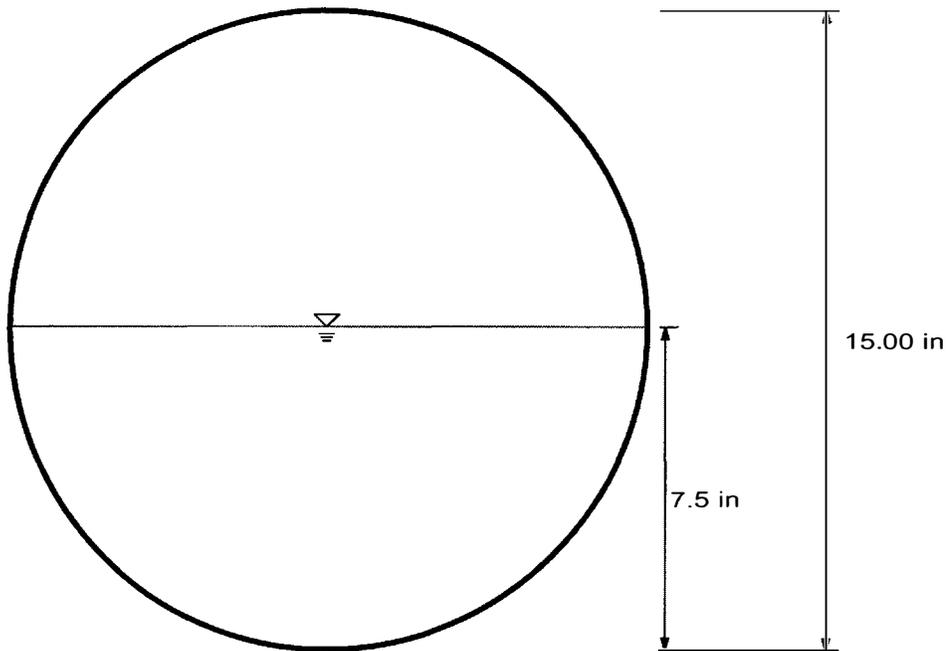
Input Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Diameter	15.00 in
Discharge	1.09 cfs

Results	
Depth	7.5 in
Flow Area	0.62 ft ²
Wetted Perimeter	1.97 ft
Top Width	1.25 ft
Critical Depth	0.41 ft
Percent Full	50.19
Critical Slope	0.006954 ft/ft
Velocity	1.77 ft/s
Velocity Head	0.05 ft
Specific Energy	0.68 ft
Froude Number	0.44
Maximum Discharge	2.33 cfs
Full Flow Capacity	2.17 cfs
Full Flow Slope	0.000380 ft/ft
Flow is subcritical.	

Manhole 2 Ex. Peak Depth of Flow
Cross Section for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	MH 2 Existing Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Section Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Depth	7.5 in
Diameter	15.00 in
Discharge	1.09 cfs



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Manhole 3 Existing Peak Flow
Worksheet for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	MH 3 Existing Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

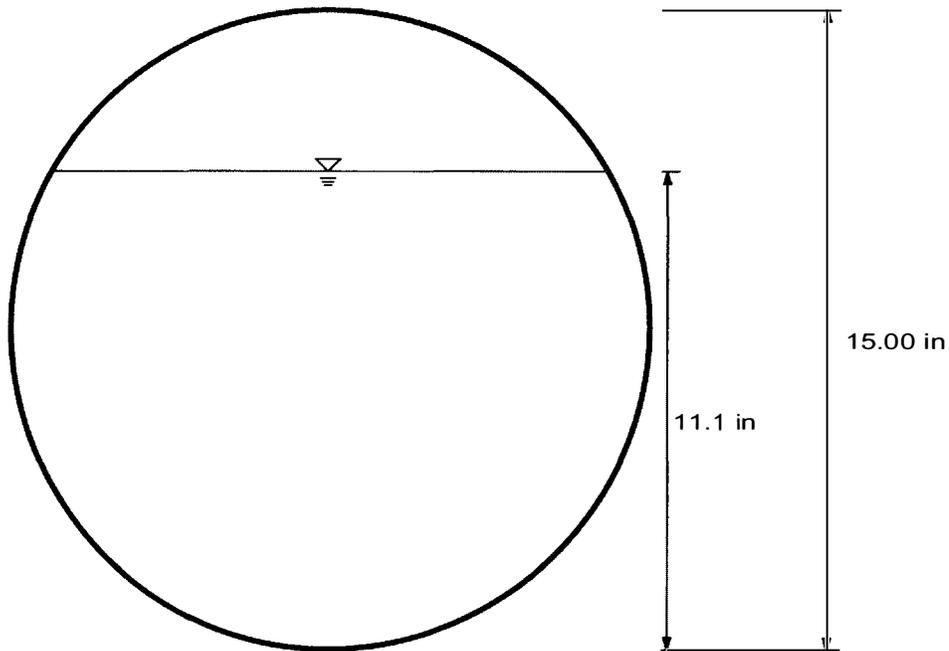
Input Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Diameter	15.00 in
Discharge	1.96 cfs

Results	
Depth	11.1 in
Flow Area	0.98 ft ²
Wetted Perimeter	2.60 ft
Top Width	1.09 ft
Critical Depth	0.56 ft
Percent Full	74.28
Critical Slope	0.007288 ft/ft
Velocity	2.00 ft/s
Velocity Head	0.06 ft
Specific Energy	0.99 ft
Froude Number	0.37
Maximum Discharge	2.33 cfs
Full Flow Capacity	2.17 cfs
Full Flow Slope	0.001220 ft/ft
Flow is subcritical.	

Manhole 3 Ex. Peak Depth of Flow
Cross Section for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	MH 3 Existing Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Section Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Depth	11.1 in
Diameter	15.00 in
Discharge	1.96 cfs



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MH #1 Peak Developed + Existing Flows
Worksheet for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	Proposed MH 1 Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

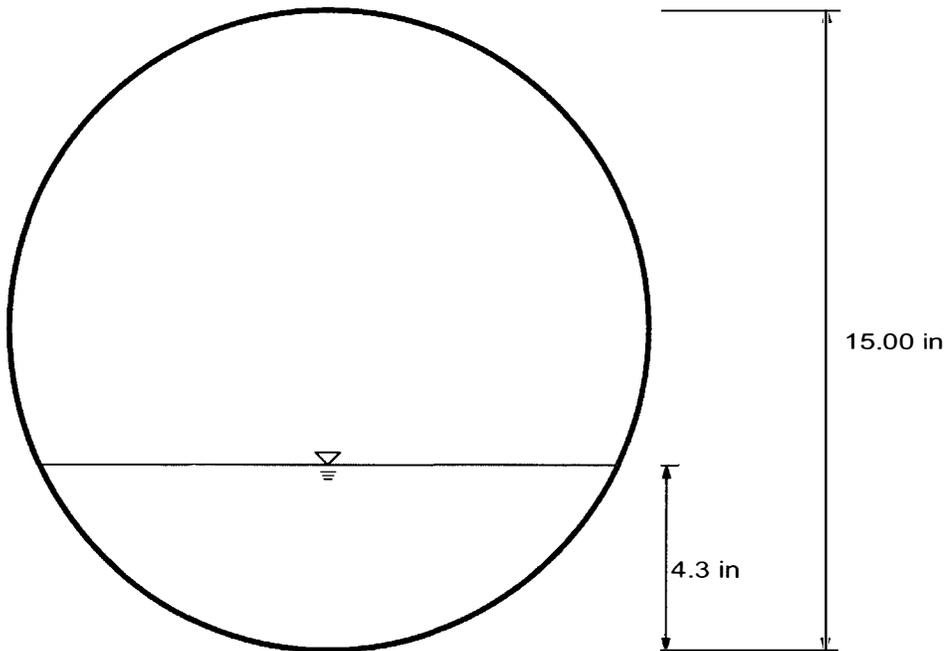
Input Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Diameter	15.00 in
Discharge	0.38 cfs

Results	
Depth	4.3 in
Flow Area	0.29 ft ²
Wetted Perimeter	1.41 ft
Top Width	1.13 ft
Critical Depth	0.24 ft
Percent Full	28.49
Critical Slope	0.007180 ft/ft
Velocity	1.33 ft/s
Velocity Head	0.03 ft
Specific Energy	0.38 ft
Froude Number	0.46
Maximum Discharge	2.33 cfs
Full Flow Capacity	2.17 cfs
Full Flow Slope	0.000047 ft/ft
Flow is subcritical.	

MH#1 Dev + Exist Depth of Flow
Cross Section for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	Proposed MH 1 Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Section Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Depth	4.3 in
Diameter	15.00 in
Discharge	0.38 cfs



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MH #2 Peak Developed + Existing Flows
Worksheet for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	Proposed MH 2 Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

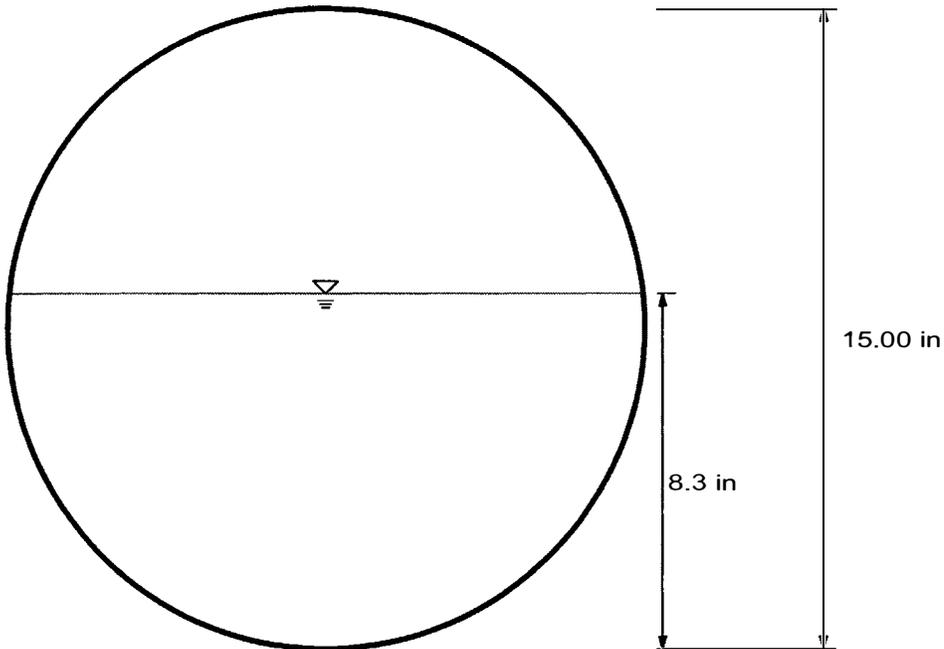
Input Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Diameter	15.00 in
Discharge	1.27 cfs

Results	
Depth	8.3 in
Flow Area	0.69 ft ²
Wetted Perimeter	2.09 ft
Top Width	1.24 ft
Critical Depth	0.44 ft
Percent Full	55.00
Critical Slope	0.006995 ft/ft
Velocity	1.84 ft/s
Velocity Head	0.05 ft
Specific Energy	0.74 ft
Froude Number	0.43
Maximum Discharge	2.33 cfs
Full Flow Capacity	2.17 cfs
Full Flow Slope	0.000515 ft/ft
Flow is subcritical.	

MH#2 Dev + Exist Depth of Flow
Cross Section for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	Proposed MH 2 Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Channel Depth

Section Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Depth	8.3 in
Diameter	15.00 in
Discharge	1.27 cfs



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MH #3 Developed Peak + Existing Flows
Worksheet for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	Proposed MH 3 Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Discharge

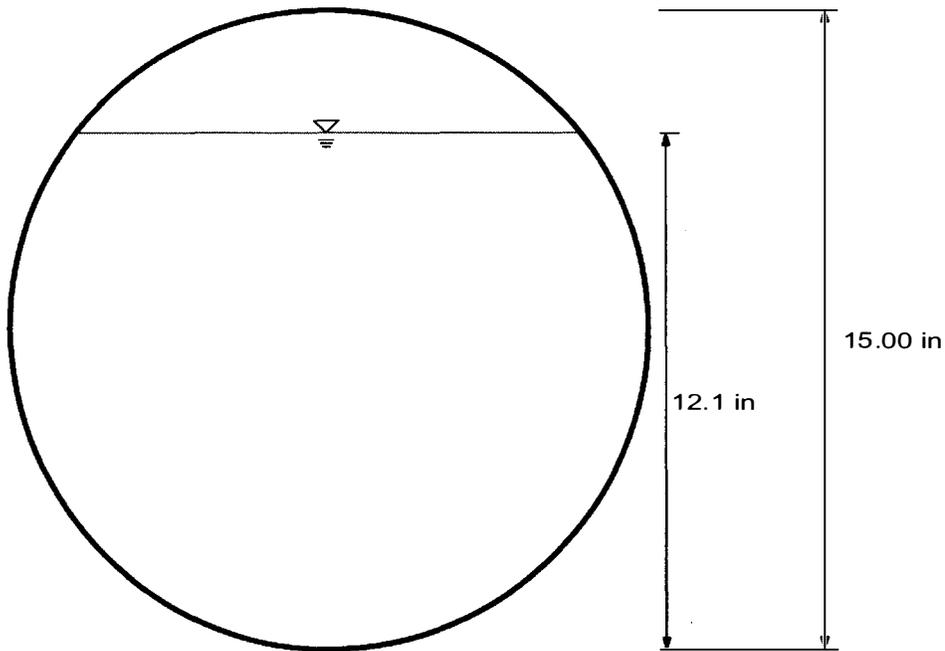
Input Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Depth	12.1 in
Diameter	15.00 in

Results	
Discharge	2.13 cfs
Flow Area	1.06 ft ²
Wetted Perimeter	2.78 ft
Top Width	0.99 ft
Critical Depth	0.58 ft
Percent Full	80.41
Critical Slope	0.007390 ft/ft
Velocity	2.01 ft/s
Velocity Head	0.06 ft
Specific Energy	1.07 ft
Froude Number	0.34
Maximum Discharge	2.33 cfs
Full Flow Capacity	2.17 cfs
Full Flow Slope	0.001448 ft/ft
Flow is subcritical.	

MH#3 Dev + Exist Depth of Flow
Cross Section for Circular Channel

Project Description	
Project File	k:\arm34422\sewer study\4422sewr.fm2
Worksheet	Proposed MH 3 Peak Flow
Flow Element	Circular Channel
Method	Manning's Formula
Solve For	Discharge

Section Data	
Mannings Coefficient	0.015
Channel Slope	0.001500 ft/ft
Depth	12.1 in
Diameter	15.00 in
Discharge	2.13 cfs



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