DRAFT INITIAL STUDY MITIGATED NEGATIVE DECLARATION FOR THE BELTRAMO RANCH RESIDENTIAL PROJECT MOORPARK, CALIFORNIA

Prepared for:

CITY OF MOORPARK
799 Moorpark Avenue
Moorpark, California 93021

Prepared by:

CHAMBERS GROUP, INC.
600 West Broadway, Suite 350
Glendale, California 91204

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SECTION 1.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

1.1 PROJECT PURPOSE AND BACKGROUND INFORMATION

Warmington Residential (Applicant) proposes the construction of a new single-family detached residential development, including privately maintained streets and community open space, on approximately 7.4 acres of land at the southeast corner of Los Angeles Avenue and Beltramo Ranch Road (Project, Proposed Project) in the City of Moorpark (City), Ventura County (County). The Project also includes a proposed change to the land use designations. The purpose of the Proposed Project is to provide a new housing community, along with recreation opportunities, at a location consistent with the City's Housing Element related to infill development.

The City is the lead agency for the Proposed Project. This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA, Public Resources Code §21000 et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations [CCR], §15000 et seq.) and has determined that preparation of a Mitigated Negative Declaration would be appropriate under CEQA.

1.2 PROJECT LOCATION AND SITE CHARACTERISTICS

1.2.1 Location

The Project site is located at 11930 Los Angeles Avenue at the southeast corner of Los Angeles Avenue and Beltramo Ranch Road (Assessor's Parcel Numbers [APNs] 504-0-021-195, 506-0-030-210, 506-0-030-220, 506-0-030-235, 506-0-030-045, and 506-0-030-055). The Project site is located on Los Angeles Avenue, which is also California State Route (SR) 118, and is approximately 2 miles west of SR 23/Moorpark Freeway. The Project site is approximately 22 miles east of the Pacific Ocean.

The Project site comprises approximately 7.4 acres with a portion of the site currently occupied by a church, two single-family homes, and various outbuildings. The existing single-family homes and church are proposed to be demolished as part of the Proposed Project construction. Existing residences are located to the south, east, and west of the Project site with industrial buildings located north of Los Angeles Avenue. The Project site is located between the Heather Glen neighborhood to the west, which is developed as a high density residential development[1] with 8.4 dwelling units per acre (DUAC), and the Maureen Lane neighborhood to the east which is built as low density residential[2] with 1.75 DUAC. The Project site is within walking distance of commercial shopping and retail areas along Los Angeles Avenue.

[1] General Plan Land Use Designation: High Density Residential (7 dwelling units per acre)
[2] General Plan Land Use Designation: Low Density Residential (1 dwelling per acre)

Figure 1: Project Vicinity Map

1.2.2 Site Characteristics

The Project site is a mixture of developed and undeveloped land, with the northern portion of the site developed with The Fountain Foursquare Church and a single-family residence and another single-family residence toward the middle of the site. The remainder of the site is undeveloped but disturbed and generally flat with a slight slope to the south. The site contains some ornamental landscaping, a dirt road, and disturbed dirt areas.

1.2.3 Site Access and Circulation

Vehicular access to the Project site will be provided via a new private loop street, Beltramo Ranch Road, which will be accessed from Los Angeles Avenue. Currently, Beltramo Ranch Road is an unimproved dirt road that runs along the western edge of the site. The new in-tract street will be a private drive and will provide direct entry to the Project site. The access point will allow left-turns and right-turns onto Beltramo Ranch Road but would restrict outbound movement onto Los Angeles Avenue to eastbound right turns only. Pedestrian gates will be provided at the southern end of the site to provide pedestrian access to the Arroyo Simi and along the western panhandle for access to Glenwood Park. An emergency vehicle and utility access road will be provided to the east of the open space area. One vehicular gate will be provided at the southern end to allow Southern California Edison to access to their property. Another vehicular gate will be installed at the western terminus of Loretta Drive for emergency access and private access for Loretta Drive residents only. For access from Los Angeles Avenue, the Project will restripe Los Angeles Avenue at the Beltramo Ranch Road and Maureen Lane intersections to provide left-turn pockets of sufficient length to the satisfaction of Caltrans and City of Moorpark.

1.2.4 General Plan Designation/Zoning

The Project site's General Plan designation is Park (P), Low Density Residential (L) which allows the development of one DUAC, and High Density Residential (H) which allows the development of seven DUAC. The surrounding General Plan designations are Low Density Residential (L) and Very High Density Residential (VH) to the east, High Density Residential (H) to the west, Medium Industrial (I-2) to the north, and Open Space and Recreation (OS-2) and Floodway (FLDWY) to the south. The zoning designation of the Project site is Rural Exclusive (RE-20) and Single-Family Residential (R-1). The zoning of the surrounding properties include Residential Planned Development (RPD-8.4U) to the west and east, Limited Industrial (M-2) to the north, and Open Space (OS) to the south.

Table 1: Existing General Plan / Zoning/ Land Use

Direction	General Plan	Zoning	Existing Land Use
Project Site	Park (P), Low Density Residential (L), High Density Residential (H)	Rural Exclusive (RE-20) and Single-Family Residential (R-1)	Church, Single-Family Residences, and Vacant Land
North	Medium Industrial (I-2)	Limited Industrial (M-2)	East Los Angeles Avenue/SR 118 and Industrial Uses
South	Open Space and Recreation (OS-2) and Floodway (FLDWY)	Open Space (OS)	Arroyo Simi and Open Space

Table 1: Existing General Plan / Zoning/ Land Use

Direction	General Plan	Zoning	Existing Land Use
East	Very High Residential (VH) and L	Residential Planned Development (RPD-8.4U)	Single-Family Residences
West	H and P	RPD-8.4U	Single-Family Residences

The existing and proposed General Plan Land Use designations as well as the existing and proposed Zoning designations are shown in Figure 4 and Figure 5, respectively.

1.3 PROJECT DESCRIPTION

The application includes a request for:

- General Plan Amendment (GPA);
- Zone Change (ZC) for a portion of the Project site;
- Development Agreement (DA);
- Vesting Tentative Tract Map (VTTM); and
- Residential Planned Development (RPD).

The Project includes the request for the construction of 47 single-family, detached residences and programmed open space. The Proposed Project includes an application for a GPA land use designation change for a portion of the 7.4 acres of land from P and L to H, as well as a ZC from R-1 and RE-20 to RPD-7U.

The Proposed Project includes the construction of a total of 106,110 square feet of residential uses with common area improvements and landscape buffers along the Project's frontage and perimeter (see Figure 2, below). The two-story homes will be three- and four-bedroom + loft homes that range in size from approximately 2,002 square feet to approximately 2,477 square feet with three floor plan types.

The 47 single-family for-sale homes will all be two-story homes with two-car garages and standard driveways, with the architectural theme of American Farmhouse and California Ranch. The total building coverage of the site would be approximately 21 percent, with approximately 88,478 square feet of open space comprising 37,921 square feet of private yards and 50,557 square feet of common open space areas, as noted in Table 2, below and in Figure 2: Site Plan.

Table 2: Project Features

Feature	Amount	Notes
Residence and Parking Information	47 Residential Units, 94 garage parking spaces, 94 driveway parking spaces, 45 guest parking spaces	Two-story homes with American Farmhouse and California Ranch themes

Feature	Amount	Notes
Earthwork Quantities	2,224 CY cut, 6,284 CY undercut, 10,435 CY fill, 626 CY shrinkage (6%), 2,553 CY import	Site preparation to occur prior to earthwork
Landscape Calculation	15,249 square feet of turf area, 19,405 square feet of decomposed granite area and cobble area, 25,187 square feet of front yard planting area, and 39,070 square feet of other public planting area	Total permeable area of 98,911 square feet; no existing trees to be preserved on the site
Open Space Component	Open spaces set aside in the southern "panhandle" area of the site and green spaces along the perimeter of the residential development	Includes passive seating areas, picnic areas, fields, and trails

Open Space Areas

The Project includes sidewalk pathways throughout the residential portion of the project along with a privately maintained park with both passive and active community amenities including passive seating areas, barbecue area, picnic tables, pocket parks with grass fields, and walking/biking paths. The open space area is proposed to be nearly 1 acre in size, located in the southern panhandle section of the site, and is intended to promote walkability and provide community gathering spaces. An existing pedestrian fence opening would also remain to allow access from the project open space area to Glenwood Park for public benefit. A small pocket park is proposed at the north entrance and includes a seating area. In addition to the open space area, landscaping will be provided along the perimeter of the residential development.

Parking

The proposed development plan provides for a total of 233 parking spaces. This includes 94 residential spaces located within private garages, 94 spaces within driveways, and 45 uncovered on-street parallel parking spaces along the outer loop street. This equates to approximately five parking spaces per home. Project parking is consistent with City parking code requirements (MMC 17.32.020) by providing the required 94 spaces. The Project would provide 139 parking spaces over and above the code requirements.

Perimeter Walls, Fencing, and Landscaping

An existing block wall along the western property line will remain in place. A new 6-foot-tall white vinyl fence is proposed to be constructed along the western side of the residential portion of the project site, along the existing block wall. A three-foot, 6-inch two-rail split rail white vinyl fence would be installed along the western and eastern side of the open space panhandle and the southern property line. An eight-foot split face block wall is proposed for the northern property line along the entry and the eastern and southern of the residential portion of the project. Landscape screening is proposed along walls and fences along the loop road and along the Los Angeles Avenue frontage.

Landscaping

The proposed plant palette is compliant with the City's Landscape Design Standards and Guidelines and Ventura County Fire Department's prohibited plant species list near structures. Native and drought-tolerant species will be predominant throughout the new development. The plant palette consists of non-invasive plants with low to medium water use and is compliant with the State Model Water Efficiency Landscape Ordinance (see Figure 3: Landscape Plan, below). The proposed turf area is minimal and will be limited to the active field areas in the panhandle. A smart weather-based irrigation controller will be installed to manage water use, and common area landscaping will be maintained by the Homeowner's Association (HOA). No reclaimed water lines are in place nearby to extend to the site. Landscaped and permeable areas make up 98,911 square feet of the site. Permeable areas include turf, decomposed granite and cobble areas, front yards, and general use areas.

The Beltramo Ranch onsite amenities, including recreational and open space opportunities, will be maintained by the project HOA but available for use by the surrounding neighborhoods and community.

Figure 2: Site Plan

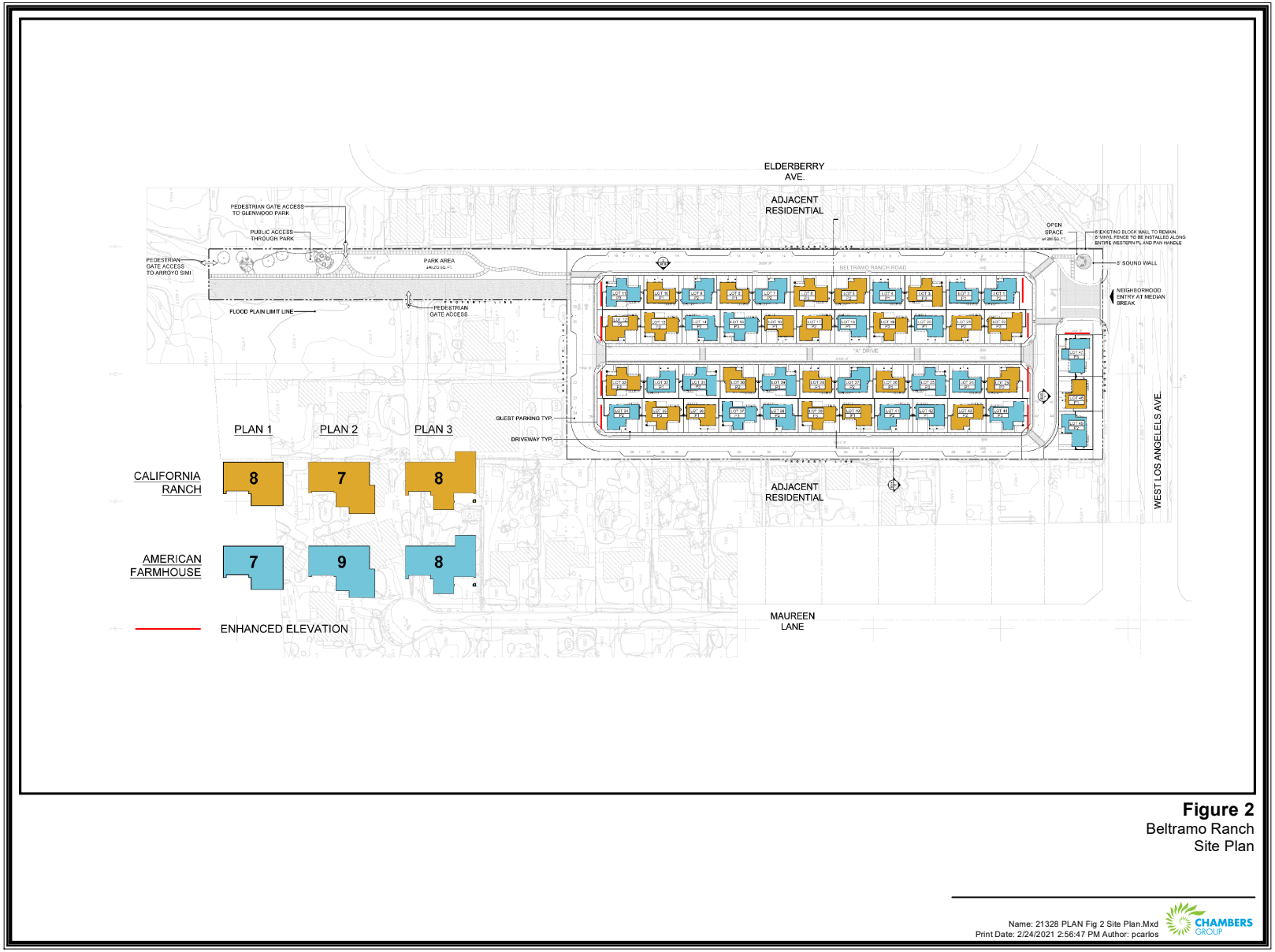
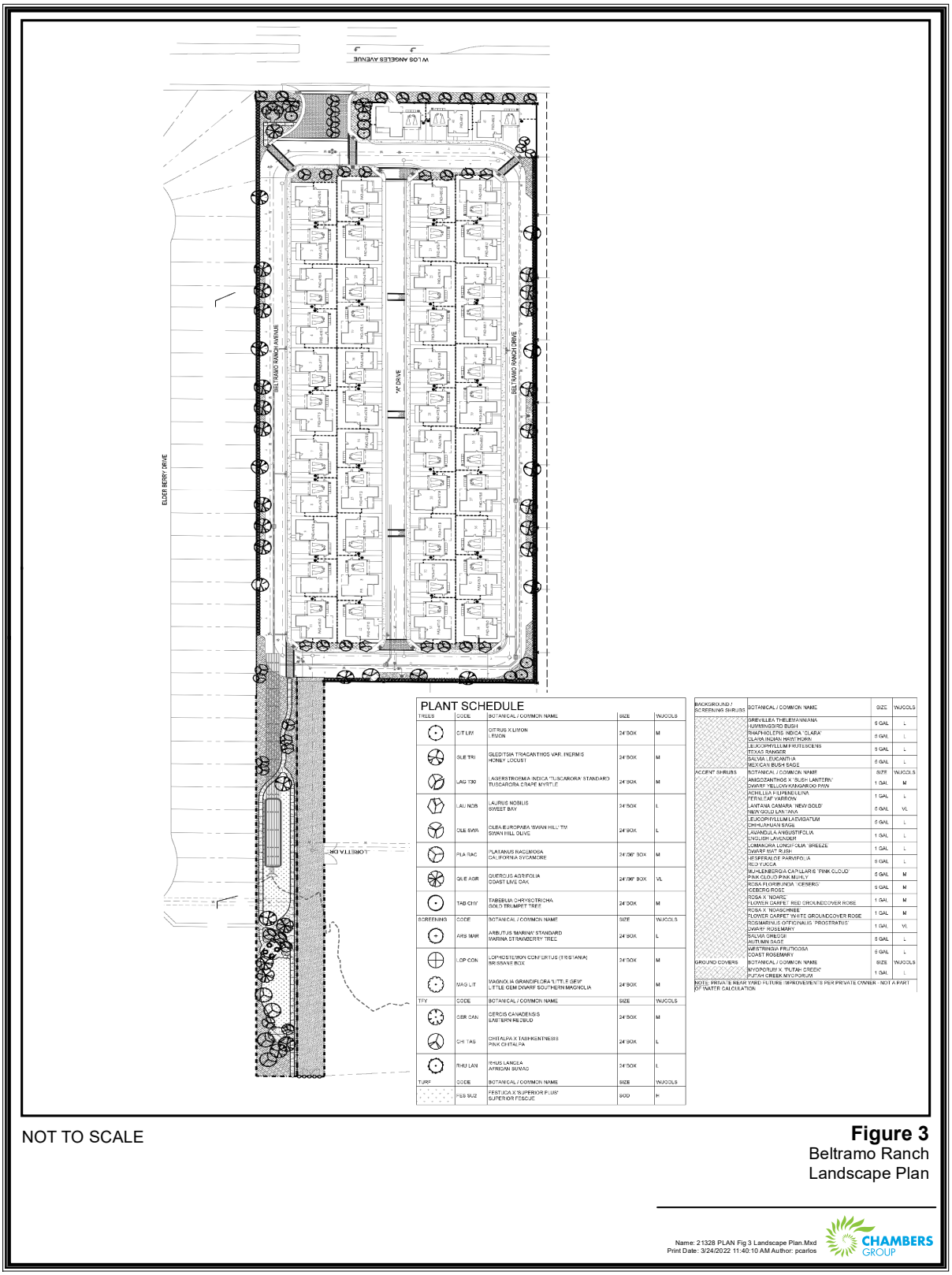


Figure 2
Beltramo Ranch
Site Plan

Name: 21328 PLAN Fig 2 Site Plan.Mxd
Print Date: 2/24/2021 2:56:47 PM Author: pcarlos

Figure 3:- Landscape Plan



NOT TO SCALE

Figure 3
Beltramo Ranch
Landscape Plan

1.3.1 Construction

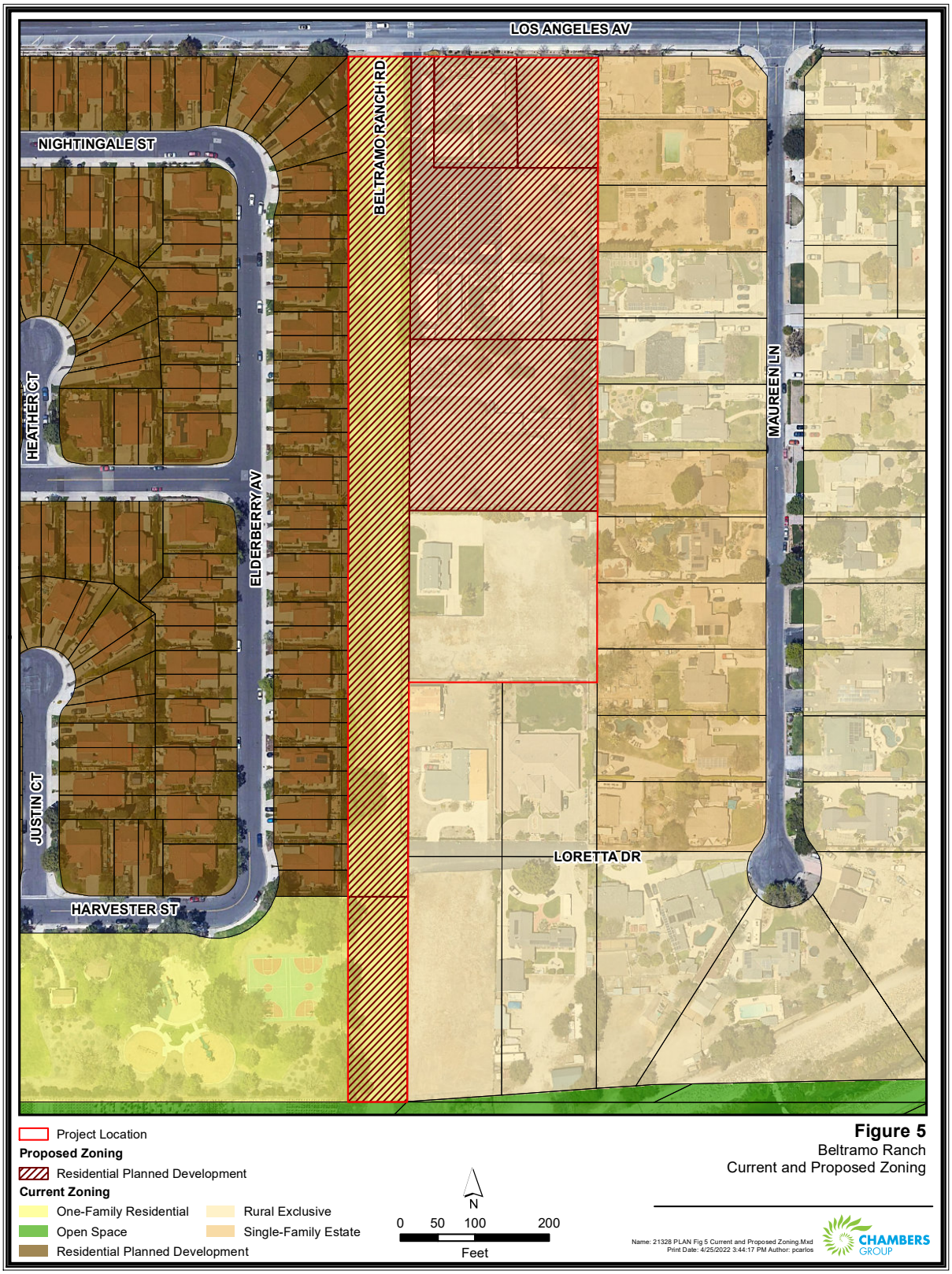
Construction of the Project is expected to begin in early 2023 and continue for an estimated 25 months. Site preparation is anticipated to take two months, grading to take four months, and vertical construction to occur over 19 months starting with the model homes and continuing with four additional overlapping phases. Project buildout is expected to occur late 2024 or early 2025. Construction activities of the Proposed Project will be scheduled in compliance with the City's Municipal Code Title 17 for the provisions of operating and permitting the use of tools and equipment during construction, drilling, repair, or alterations.

Site preparation will include the removal of existing buildings and septic tanks, and clearing and grubbing. The land development includes grading the site to create rough graded streets and pads for new construction. The site preparation will include an estimated 8,000 cubic yards of cut and 10,000 cubic yards of fill, with an import of approximately 2,500 cubic yards.

In addition to contractor vehicles, heavy equipment will be used on site which will include excavators, backhoe, cranes, bulldozer, graders, compactors, and dump trucks. All equipment will be staged within the Project. Easements will be required to address access through the site, including a Pacific Telephone & Telegraph Company easement, multiple Southern California Edison Company easements, a Ventura County Waterworks District (VCWWD) easement, a City of Moorpark easement, and multiple private tenant easements. Easements are required for public utilities, ingress, egress, landscaping, and roadway purposes.

Figure 4: Current and Proposed General Plan Land Use Designations

Figure 5: Current and Proposed Zoning Designations



1.3.2 Site Development and Construction Measures

Based on a review of the geotechnical and subsurface conditions for the Project site, the following measures will be taken during site development and construction to ensure that the Project design is feasible:

- All grading will be accomplished under the observation and testing of the project Geotechnical Consultant in accordance with the recommendations contained in the Geotechnical Report (Appendix E) and the City of Moorpark criteria.

- Vegetation, construction debris, and other deleterious materials are unsuitable as structural fill material and will be disposed of offsite prior to commencing grading/construction.

- Any septic tanks, seepage pits, or wells will be abandoned as per the County of Ventura Department of Health Services.

- Existing concrete will be removed prior to the placement of engineered fill. The demolished concrete may be incorporated into compacted, engineered fills after it is crushed to a maximum size of 6 inches. Prior to placement as engineered fill, any protruding steel rebar will be cut from the concrete pieces and disposed of offsite. The crushed asphalt will not be placed under residential structures, but rather it will be placed in approved non-residential areas such as streets, parking areas, or open space.

- The upper 5 feet of existing soils will require removal and recompaction.

- Footings for structures will be underlain by a minimum of 2 feet of compacted fill. For building pads where unsuitable soil removals do not provide the minimum depth of compacted fill, or where design grades and/or remedial grading activities create cut/fill transitions, the cut and fill portions of the building pads will be over-excavated during grading and replaced with compacted fill. The Project Geotechnical Consultant will observe the removal prior to placing fill.

- All fill and processed natural ground will be compacted to a minimum relative compaction of 90 percent, as determined by ASTM Test Method: D-1557. Fill material should be moisture conditioned to optimum moisture or above. Compaction will be achieved with the use of sheepsfoot rollers or similar kneading type equipment. Mixing and moisture conditioning will be required in order to achieve the recommended moisture conditions.

- Structures onsite will be supported on a post-tensioned slab/foundation or mat slab system.

- Upon the completion of rough grading, finish-grade samples will be collected and tested in order to provide specific recommendations as they relate to the individual building pads. These test results and corresponding design recommendations will be presented in a final rough grading report. Final slab and foundation design recommendations will be made based upon specific structure siting, loading conditions, and as-graded soil conditions.

- A moisture and vapor retarding system will be placed below the slabs ongrade in portions of the structure considered to be moisture sensitive and should be capable of effectively preventing the migration of water and reducing the transmission of water vapor to acceptable levels.

- Block walls will be embedded a minimum of 2 feet below the lowest adjacent grade. Construction joints (not more than 20 feet apart) will be included in the block wall construction. Side yard walls will be structurally separated from the rear yard wall.

- Retaining walls will be founded on engineered fill and will be backfilled with granular soils that allow for drainage behind the wall. Retaining walls will be designed in general accordance with Section 1807A.2 of the 2019 California Building Code (CBC).

- Construction of the streets will be accomplished in accordance with the current criteria of the City of Moorpark. Prior to the placement of base material, the subgrade will be suitably moisture conditioned, processed, and compacted to a minimum 95 percent of the laboratory maximum density (ASTM: D 1557) to at least 12 inches below subgrade. After subgrade compaction, the exposed grade will then be "proof"-rolled with heavy equipment to ensure the grade does not "pump" and is verified as nonyielding. Aggregate base material will be placed on the compacted subgrade and compacted in-place to a minimum 95 percent of the laboratory standard obtained per ASTM: D 1557.

- Positive drainage away from the proposed structures will be provided and maintained. Roof, pad, and lot drainage will be collected and directed away from the structures toward approved disposal areas through drainage terraces, gutters, down drains, and other devices. Design fine grade elevations will be maintained through the life of the structure; or, if design fine grade elevations are altered, adequate area drains should be installed in order to provide rapid discharge of water, away from structures.

1.3.3 Operations and Maintenance

The Project is proposed to be fully operational in 2025. Maintenance within the residential property will be coordinated by the Beltramo Ranch HOA and will include ongoing landscaping, as well as improvements to public spaces.

1.4 PERMITS AND AGREEMENTS

As required by the California Environmental Quality Act (CEQA) Guidelines, this section provides, to the extent the information is known, a list of permits and other approvals required to implement the Project.

The following approvals and permits may be required for the Project:

- General Plan Amendment
- Zone Change for a portion of the Project site
- Vesting Tentative Tract Map
- Development Agreement
- Residential Planned Development
- Ventura County Fire Department
- Ventura County Waterworks District No. 1
- Caltrans Encroachment Permit
- City grading and building permits

SECTION 2.0 – ENVIRONMENTAL DETERMINATION

2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would potentially be affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklists on the following pages. For each of the potentially affected factors, mitigation measures are recommended that would reduce the impacts to less than significant levels.

☐ *Aesthetics*	☐ *Agriculture and Forestry Resources*	☐ *Air Quality*
☒ *Biological Resources*	☐ *Cultural Resources*	☐ *Energy*
☐ *Geology /Soils*	☐ *Greenhouse Gas Emissions*	☐ *Hazards & Hazardous Materials*
☐ *Hydrology /Water Quality*	☐ *Land Use / Planning*	☐ *Mineral Resources*
☐ *Noise*	☐ *Population / Housing*	☐ *Public Services*
☐ *Recreation*	☐ *Transportation*	☐ *Tribal Cultural Resources*
☐ *Utilities /Service Systems*	☐ *Wildfire*	☐ *Mandatory Findings of Significance*

2.2 DETERMINATION

On the basis of this initial evaluation:

1. I find that the project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☐
2. 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. ☒
3. I find the proposed project **may have a significant effect** on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☐
4. 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. ☐
5. 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. ☐

Shanna Farley

Signature — May 12, 2022 — Date

Shanna Farley — Name

Principal Planner — Title

SECTION 3.0 – 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. 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 offsite as well as onsite, 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 substantial evidence exists that an effect may be significant. If one or more "Potentially Significant Impact" entries are marked 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 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. 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 significant.

    *Note: Instructions may be omitted from final document.

SECTION 4.0 – CHECKLIST OF ENVIRONMENTAL ISSUES

4.1 AESTHETICS

1.	AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

4.1.1 Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

No Impact. The Project site is not located at a of the City-designated scenic vista. However, the Project site is located along a designated scenic corridor, as it is located along the Scenic Route of Los Angeles Avenue. The designated scenic corridors within the City include portions of the Arroyo Simi creek, Los Angeles Avenue, Tierra Rejada Road, and SR-23 (Moorpark Freeway) (City 1986). The designated Tierra Rejada Road is approximately 1.3 miles southeast; SR-23 is approximately 2 miles east; and Arroyo Simi creek is approximately 0.27 mile south of the Project site (Google Maps 2022). The Project site is surrounded by residential, industrial, and rural land uses and is in close proximity to open space uses and the Arroyo Simi. None of the nearby parks or trail systems have designated scenic viewpoints overlooking the Project site, and the Project site is not located within any of the scenic viewsheds designated in the City's General Plan (City 1986). Therefore, the Project construction and operation would not have an adverse effect on a scenic vista, and no impact would occur.

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

No Impact. The Project is not located within or along a state scenic highway. No officially designated state scenic highways are in the vicinity of the Project site, SR 118, which is an eligible state scenic highway, is located more than 2 miles east of the Project site (Caltrans 2019). Further, construction of the Project would not damage rock outcroppings or historic buildings, as neither are present at the Project site. No impacts to scenic resources within a state scenic highway would occur.

c) *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less than Significant Impact. The Project site is located within an urbanized area of the City with industrial uses north; residential uses to the east and west ; and a mix of vacant land, residential uses, and Arroyo Simi to the south of the project. The Project site is located within an existing developed area north of Arroyo Simi but not within any scenic corridors. No scenic viewpoints are overlooking the Project site. The Project is located within an urbanized area and would be consistent with all development and design standards dictated by the City's zoning and land use regulations for residential development, in addition to the City's Landscape Design Standards and Guidelines (City 2012). Impacts to public views, existing zoning and land use would be less than significant.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less than Significant Impact. The Project would construct 47 new single-family homes which would include lighting as part of the design features. All lighting would be constructed in compliance with the lighting regulations set forth in the City's Zoning Code, including using shielded lamps directed away from adjacent properties and streets, not exceeding 7 foot-candles on 95 percent or more of the grid points, light poles not exceeding 25 feet in height, and curbed planters around all light poles (Moorpark Municipal Code 17.30.065). Compliance with these regulations would ensure that impacts associated with the Project's lighting would be less than significant.

4.2 AGRICULTURE & FORESTRY RESOURCES

2.	**AGRICULTURE & FOREST RESOURCES. (In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or the conversion of forest land to non-forest use?	☐	☐	☐	☒

4.2.1 Impact Analysis

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project site is currently zoned RE-20 and designated by the General Plan as P, L, and H, and therefore has been designated for residential and park uses by the City (City 2020a, 2020b). Based on mapping provided by the California Department of Conservation's Important Farmland Finder, the Project site does not encompass Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2022a). No impacts to farmland would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is zoned RE-20 and designated P, L, and H in the City's General Plan (City 2020a, 2020b). No land within the Project site is designated for agricultural uses. Additionally, a map of agricultural preserves produced for the County of Ventura's (County) 2040 General Plan Update shows no lands under Williamson Act contracts are within the Project site (County 2020). No impact to agricultural land uses or Williamson Act contracts would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project site is zoned RE-20 and designated P, L, and H in the City's General Plan; and no land is designated as forest land or timberland within the Project site (City 2020a, 2020b). No impact to forest or timberlands would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project site is zoned RE-20 and designated P, L, and H in the City's General Plan; and no land is designated as forest land or timberland within the Project site (City 2020a, 2020b). No impact to forest land would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or the conversion of forest land to non-forest use?

No Impact. The land is currently zoned RE-20 and designated by the General Plan as P, L, and H and therefore has been designated for rural low density uses by the City (City 2020a, 2020b). The Project site does not encompass Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and does not contain land currently under a Williamson Act contract (DOC 2022a; County 2020). Furthermore, no designated forest land is within the Project site. No impacts to farmland or forest land would occur.

4.3 AIR QUALITY

3.	AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
(b)	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?	☐	☐	☒	☐
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Analysis

An Air Quality and Greenhouse Gas (GHG) Emissions Impact Analysis was produced for the Project by EcoTierra Consulting in March 2022 to determine the air quality and GHG emissions impacts associated with the Project (Appendix A). The criteria air pollution impacts created by the Project were analyzed through use of CalEEMod Version 2020.4.0, which is a computer model published for estimating air pollutant emissions. Results from this analysis have been summarized and incorporated below. For more details regarding methods and results, see Appendix A.

Atmospheric Setting

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographical features. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with physical features of the landscape to determine their movement and dispersal and, consequently, their effect on air quality.

The regional climate within the South Coast Air Basin (Air Basin) is dominated by the intensity and location of the semi-permanent Pacific high pressure zone, which, from spring to fall, induces regional subsidence and temperature inversion layers. The region is characterized by warm summers, mild winters, infrequent

seasonal rainfall, and moderate humidity. The predominate wind patterns follow a diurnal land/sea breeze cycle, with typical daytime winds from the west. The diurnal land/sea breeze pattern is a common occurrence in the Air Basin, and it recirculates air contaminants. Air pollutants are pushed toward the ocean during the early morning by the land breeze and toward the east during the afternoon by the sea breeze. This creates a "sloshing" effect, causing pollutants to remain in the area for several days. This pollutant "sloshing" effect happens most commonly from May through October, which is the "smog season" for the Air Basin.

Moorpark is located within southeastern Ventura County, which is part of the inland portion of the Oxnard Plain Airshed, approximately 18 miles from the coast of the Pacific Ocean. The City experiences a mild Mediterranean climate, typical of Southern California. Average temperatures for the Thousand Oaks 1 SW Monitoring Station (WRCC 2016), which is the nearest monitoring station with historical data, range from an average low of 43 degrees Fahrenheit (°F) in January to an average high of 86 °F in July. Rainfall averages approximately 10.49 inches a year.

Regulatory Setting

National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone, sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead. The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) utilize ambient air quality monitoring to designate areas according to their attainment status for criteria air pollutants. The three basic designation categories are nonattainment, attainment, and unclassified. A "nonattainment" designation signifies that the measured pollutant concentrations exceeded the established standards. An "attainment" designation signifies that pollutant concentration did not exceed the established standard. Finally, an "unclassified" designation indicates that insufficient data exists to determine attainment or nonattainment; however, "unclassified" is usually assumed to be "attainment," since if preliminary data found a potential for an exceedance to occur, more data would have been collected in order to determine if the pollutant meets the "nonattainment" designation.

As shown in Table 3, the Ventura County Air Pollution Control District (VCAPCD) has been designated by EPA for the national standards as a nonattainment area for ozone. Currently, the VCAPCD is in attainment with the national ambient air quality standards for PM_{10}, $PM_{2.5}$, CO, SO_2, and NO_2. The VCAPCD has been designated by the CARB as a nonattainment area for ozone and PM_{10}, as the CAAQS are more stringent than the national ambient air quality standards. The VCAPCD is required to adopt plans on a triennial basis that show progress toward meeting the State ozone and PM_{10} standards. The County is considered attainment or unclassified under State standards for all other pollutants.

Table 3: VCAPCD Attainment Designations

Pollutant	Federal Designations	State Designation
Ozone (O_3)	Nonattainment	Nonattainment
Respirable Particulate Matter (PM_{10})	Unclassified/Attainment	Nonattainment
Fine Particulate Matter ($PM_{2.5}$)	Unclassified/Attainment	Unclassified
Carbon Monoxide (CO)	Attainment	Attainment

Nitrogen Dioxide (NO_2)	Unclassified/Attainment	Attainment
Sulfur Dioxide (SO_2)	Unclassified/Attainment	Attainment
Lead	Attainment	Attainment
Particulate Sulfate	--[1]	Unclassified
Hydrogen Sulfide	--[1]	Unclassified
Visibility Reducing Particles	--[1]	Unclassified

[1] No Federal Standard

Source: http://www.vcapcd.org/air_quality_standards.htm

4.3.1 Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Proposed Project would not conflict with or obstruct implementation of the Ventura County Air Quality Management Plans (AQMPs). The *Ventura County Air Quality Assessment Guidelines* (VCAPCD 2003) provides procedures for determining a project's consistency with the AQMP. Figure 4-1 of the VCAPCD Guidelines shows that the Project site is located in Growth Area 06 that covers the City of Moorpark. For growth areas, the VCAPCD Guidelines detail that if the population growth created by the project is within the growth forecasts and conforms to the applicable General Plan designation, the project is determined to be consistent with the AQMP.

The most current available growth forecast for the City of Moorpark is *Moorpark 2020 An Examination of the City's Existing* Conditions, December 2020, which found that in 2020 the City had a population of 36,278 persons and by the year 2050 the City will have a population of 50,200 persons (Moorpark 2020c). According to this report, the average household size in the City is 3.2 persons, which would result in a total population of approximately 150 persons from the proposed 47 single-family homes. Development of the Proposed Project would represent 1.1 percent of the anticipated population increase in the City. Since the population increase is within the most current growth forecast for the City, the Project is consistent with this criterion.

For this Project, the applicable General Plan designation is the City of Moorpark General Plan Land Use Plan that defines the Project site's long-range land use assumptions that are represented in the AQMPs. The Project site is currently designated as L, which allows the development of one dwelling unit per acre (DUAC). The Proposed Project will include a General Plan Amendment to change the Land Use Designation to H to allow higher RPD of up to 30 DUAC and a zone change from RE-20/R-1 to RPD-7U. Industrial and commercial uses are also all within walking distance of the Project site, which will promote a walkable community and would be in substantial compliance with the City's Land Use Element goals and policies. For these reasons, the Proposed Project would not result in an inconsistency with the current land use designation.

Based on the discussion above, the Proposed Project will not result in an inconsistency with the AQMP. Accordingly, the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan, and therefore the Project would have less than a significant impact on the implementation of the air quality plan

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than Significant Impact. The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. As shown above in Table 3, the Proposed Project area is designated as a federal and/or State nonattainment area for ozone and PM_{10}. To estimate if the Proposed Project may adversely affect the air quality in the region, the VCAPCD has prepared the VCAPCD Guidelines that detail that a proposed project's criteria pollutant emissions would be considered significant if a project would generate daily operational emissions exceeding 25 pounds of reactive organic gas (ROG) or NOx. These thresholds are not intended to be applied to construction emissions since such emissions are temporary.

The VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. However, the VCAPCD indicates that a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property would have a significant air quality impact. This threshold is particularly applicable to the generation of fugitive dust during construction grading operations. To determine whether a regional air quality impact would occur, the project-generated emissions are compared to the VCAPCD's recommended thresholds for operational emissions.

Construction Emissions

Construction of the Proposed Project would create air emissions primarily from equipment exhaust and fugitive dust. The air emissions from the Proposed Project were analyzed through use of the CalEEMod model (see Appendix A). Construction activities for the Proposed Project are anticipated to start no sooner than January 2023 and be operational in 2024. The construction activities would include site preparation and grading of the Project site, building construction, paving, and application of architectural coatings.

The construction-related criteria pollutant emissions for each phase are shown below in Table 4 Construction-Related Pollutant Emissions. The VCAPCD Thresholds for ROG and NOx do not apply to construction emissions; however, they have been included in Table 4 for informational purposes.

Table 4: Construction-Related Pollutant Emissions

Activity	Pollutant Emissions in pounds/day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition	2.33	22.38	20.23	0.04	1.87	1.10
Grading	1.76	18.30	15.23	0.03	8.03	4.19
Building Construction	1.83	15.61	18.51	0.04	1.50	0.088
Paving	1.12	9.55	14.98	0.02	0.59	0.46
Architectural Coating	16.27	1.25	2.17	0.13	0.09	0.09
Maximum Daily Emissions	**17.39**	**22.38**	**20.23**	**0.15**	**8.03**	**4.19**
VCAPCD Thresholds	25	25	NT	NT	NT	NT
Exceed Thresholds?	No	No	--	--	--	--

Notes:
NT = No threshold
Source: CalEEMod Version 2020.4.0.

As detailed in the VCAPCD Guidelines, the VCAPCD has not established quantitative thresholds for particulate matter (PM_{10} and $PM_{2.5}$); and the 25 pounds per day threshold for ROG and NOx do not apply to construction emissions, since the emissions are temporary. However, the VCAPCD indicates that a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property would have a significant air quality impact.

In order to reduce air quality impacts from construction activities, the VCAPCD requires that all projects minimize construction emissions through adherence to the VCAPCD Rule 55 fugitive dust control measures and minimize ROG through adherence to the VCAPCD Rule 74.2 architectural coating volatile organic compound (VOC) content limits. Compliance with VCAPCD Rules 55 and 74.2 would ensure that construction emissions would not be generated in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or that may endanger the comfort, repose, health or safety of any such person or the public. In addition, the Project will incorporate construction-related best management practices (BMPs) as feasible, per VCAPCD recommendations (see Appendix A). Therefore, a less than significant air quality impact would occur from construction of the Proposed Project.

Operational Emissions

The Proposed Project consists of the development and operation of a residential development that may generate air emissions from mobile sources that are created from vehicular emissions, area sources, and energy usage. Table 5 shows the mobile source emissions anticipated as a result of the Proposed Project.

Table 5: Operational Pollutant Emissions

Activity	Pollutant Emissions in pounds/day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources[1]	2.22	0.04	3.88	<0.00	0.02	0.02
Energy Usage[2]	0.03	0.28	0.12	<0.00	0.02	0.02
Mobile Sources (Summer)[3]	1.31	1.39	11.46	0.02	2.63	0.71
Mobile Sources (Winter)[3]	1.28	1.53	12.14	0.02	2.63	0.71
Total Worst-Case Project Emissions[4]	**2.22**	**1.53**	**12.14**	**0.02**	**2.63**	**0.71**
VCAPCD Thresholds	**25**	**25**	**--[4]**	**--[4]**	**--[4]**	**--[4]**
Exceed Thresholds?	No	No	--	--	--	--

Notes:

[1] Area sources consist of emissions from consumer products, architectural coatings, and landscape equipment.

[2] Energy usage consists of emissions from onsite natural gas usage.

[3] Mobile sources consist of emissions from vehicles and road dust.

[4] Based on worst-case between summer and winter mobile source emissions.

Source: CalEEMod Version 2020.4.0.

As shown in Table 5, operations-related emissions would not exceed the VCAPCD threshold for ROG and NOx. Therefore, a less than significant air quality impact would occur from operation of the Proposed Project.

Accordingly, the Proposed Project would not result in a cumulative considerable net increase of any criteria pollutant.

c) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact. The Proposed Project has the potential to expose nearby sensitive receptors to criteria pollutants, including fugitive dust, toxic air contaminants (TACs), and San Joaquin Fever. The nearest sensitive receptors are single-family and duplex homes adjacent to the west and east sides of the Project site.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust (PM_{10} and $PM_{2.5}$) emissions that may have a substantial, although temporary, impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the immediate vicinity of the proposed construction activities. Fugitive dust emissions from the Proposed Project would be created during onsite earth-moving activities. The anticipated onsite worst-case PM_{10} emissions for each phase of construction have been provided in Table 4. However, it should be noted that fugitive dust emissions vary substantially from day to day, depending on the level and type of activity and weather conditions. Additionally, most of the PM_{10} emissions from onsite construction activities are from inert silicates rather than the complex organic particles released from combustion sources, which are more harmful to health.

Construction activities associated with the Proposed Project would be required to implement emissions control measures detailed in VCAPCD Rule 55 fugitive dust control measures. With implementation of VCAPCD's Rule 55, the Proposed Project would not exceed the VCAPCD standards for fugitive dust. Fugitive dust emissions would be less than significant for construction activities, and no fugitive dust emissions are anticipated to occur from operational activities.

Construction-Related TAC Emissions

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the Proposed Project. According to the Office of Environmental Health Hazard Assessment (OEHHA), health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30 years) of resident exposure duration. Given the temporary and short-term construction schedule (approximately 19 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed VCAPCD thresholds.

The Project would comply with the CARB Air Toxics Control Measure that limits diesel-powered equipment and vehicle idling to no more than five minutes at a location and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. Therefore, impacts from TACs during construction would be less than significant.

Operations-Related TAC Emissions

The Proposed Project consists of a residential development. Due to the nominal number of diesel truck trips anticipated to be generated by the ongoing operation of the proposed residential project, a less-than-significant TAC impact would occur during the ongoing operations of the Proposed Project; and no mitigation would be required.

San Joaquin Valley Fever

San Joaquin Valley Fever, or coccidioidomycosis, is an infection caused by inhalation of the spores of the fungus *Coccidioides immitis*. The spores live in soil and can live for an extended time in harsh environmental conditions. Activities or conditions that increase the amount of fugitive dust contribute to greater exposure and include dust storms, grading, and recreational off-road activities.

The Proposed Project would have the potential to disturb the soil during construction activities. However, the Project site is located in a developed area; and most of the Project site is currently developed. As such, the Project site does not meet any of the potential conditions detailed in the VCAPCD Guidelines of sites that are likely to contain San Joaquin Valley Fever. In addition, construction activities will be required to adhere to the VCAPCD Rule 55 fugitive dust control measures that will minimize the generation of fugitive dust that contributes to the exposure of persons to San Joaquin Valley Fever. Therefore, impacts to San Joaquin Valley Fever would be less than significant.

Therefore, implementation of the Proposed Project would not expose sensitive receptors to substantial pollutant concentrations; and impacts would be less than significant.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints, and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the Project site's boundaries. Due to the transitory nature of construction odors, a less than significant construction-related odor impact would occur; and no mitigation would be required.

Based on the VCAPCD Ventura County Air Quality Assessment Guidelines (2003), a project may have a significant impact if a project would generate an objectionable odor to a degree that would cause injury, detriment, nuisance, or annoyance to a considerable number of persons or to the public, or which would endanger the comfort, repose, health, or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property. Land uses and industrial operations known to emit objectionable odors include wastewater treatment facilities, food processing facilities, coffee roasters, fiberglass operations, refineries, feed lots/dairies, and composting facilities. Residential and commercial uses are not included on this list. Therefore, a less than significant impact related to objectionable odors or other emissions would occur.

4.4 BIOLOGICAL RESOURCES

4.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

4.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting

Two biological surveys were conducted by Biological Assessment Services at the Project site on April 28, 2021, and May 19, 2021, the results of which are included in "Biological Resources Constraints Analysis" dated June 10, 2021. A supplemental survey was conducted on January 13, 2022 focused on the white rabbit tobacco plant, these results were provided in a letter update on February 4, 2022 (Appendix B). The purpose of the surveys was to determine the general biologic character of the site and attempt to determine the potential for any significant biological impact resulting from site development. The property is characterized by suburban development, with most species present being the result of landscaping. Most vegetation found on site is dominated by non-native species. Additionally a Tree Report (2021) and Tree Report Memo (2022) have been prepared by Biological Assessment Services and is included in Appendix B.

4.4.1 Impact Analysis

a) *Would the project have a substantial adverse effect, either directly or through habitat modification, on any species identified as 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?*

Less than Significant Impact with Mitigation. Database searches resulted in a list of nine federally and/or state listed threatened and endangered or otherwise special status plant species documented to historically occur within the vicinity of the Project site. One species (white rabbit tobacco) listed as Rare, Threatened, or Endangered by the state or federal governments was found to potentially occur on site. A secondary survey conducted on January 13, 2022, for white rabbit tobacco did not result in discovery of any individuals on site; and it can be assumed that none occur on site. Database searches resulted in a list of two federally and/or state listed endangered or threatened, SSC, or otherwise special status wildlife species (Coopers hawk and yellow warbler) have the potential to occur within the Project site. These species may occur on the site as transients that venture onto the property from the adjacent arroyo or pause on the site to forage.

To minimize potential impacts to nesting birds protected under the Migratory Bird Treaty Act (MBTA), construction activities should take place outside nesting season (February 1 to August 31) to the greatest extent practicable. If construction activities occur during nesting season, preconstruction surveys and biological monitoring shall be conducted if an active nest is found within the work area, as noted in mitigation measure (MM) BIO-1. With implementation of MM BIO-1, impacts to special status species will be less than significant.

MM BIO-1: A nesting bird pre-construction survey will be conducted by a Qualified Biologist and submitted to the City three days prior to demolition and/or vegetation removal activities during nesting bird season (February 15 through August 31) within 250 feet of the Project site for passerines and 500 feet for raptors and/or listed species, where feasible. Should nesting birds be found, an exclusionary buffer will be established by a Qualified Biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found. This buffer will be clearly marked in the field by construction personnel under guidance of the Qualified Biologist, and construction or clearing will not be conducted within this zone until the Qualified Biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the Project site will be resurveyed during bird breeding season if a lapse in construction activities lasts longer than seven days.

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

No Impact. As noted in the Biological Resources Constraints Analysis (Appendix B), no critical habitat exists on or near the Project site. Within the following quadrangles surrounding the Project site: Santa Paula Peak, Filmore, Piru, Santa Paula Moorpark Simi Valley W, Oxnard, Camarillo, Newbury Park, four types of critical habitat are present: Southern Coast Live Oak Riparian Forest, Southern Riparian Scrub, Southern Willow Scrub, and Southern Sycamore Alder Riparian Woodland (Appendix B). None of these habitat types were found on site; and therefore no mitigation for any critical habitat is necessary. No impact to riparian habitat or sensitive natural communities would occur.

c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. According to the U.S. Fish and Wildlife Survey's National Wetlands Inventory, no riparian habitat occurs within the Project site boundary. In addition, no jurisdictional features such as drainages or swales were observed within the Project site (Appendix B). No impacts to wetlands, waters of the United States, or waters of the State are anticipated; therefore, a U.S. Army Corps of Engineers (USACE) 404 permit, State 401 certification, or State Streambed Alteration Agreement will not be required for Project authorization.

d) *Would the project Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Less than Significant Impact. The Proposed Project site is surrounded by residential uses and SR 118. While Arroyo Simi is located further south of the Project site, none of the adjacent land uses provide means of movement or migration of wildlife or fish populations, and no potential wildlife corridors have been identified in the Project vicinity. No impacts to migratory species or wildlife corridors would occur.

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

Less than Significant Impact. According to the City's Municipal Code Chapter 12.12 Historic Trees, Native Oak Trees, and Mature Trees, tree removal permits are required to remove, cut down, or destroy a native oak tree, historic tree, or other mature tree. Prior to issuance of a tree removal permit, a site inspection and tree appraisal must be performed (City 2022). In June 2021, Biological Assessment Services produced a Tree Report by Principal Biologist Ty M. Garrison which details the trees on and around the Project site, appraises the value of trees on site, and offers recommendations to limit Project-related impacts.

A total of 56 trees are found on site, with 38 trees being larger than 72 inches in collective trunk area. Of those 56 trees, only 6 trees are native species. All trees onsite will be removed and species to be removed include: California black walnut (*Juglans californica*), blue elderberry (*Sambucus nigra* ssp. *cerulea*), Brazilian pepper (*Schinus terebinthifolia*), Chinese elm (*Ulmus parvifolia*), glossy privet (*Ligustrum lucidum*), Aleppo pine (*Pinus halepensis*), avocado (*Persea americana*), and Italian cypress (*Cupressus sempervirens*). Additionally, eight trees have been determined as ineligible for the Tree Protection Ordinance due to their condition or listing on the Ventura County Prohibited Plant List. It is recommended that replacement trees be native to the area and appropriate for the location adjacent to Arroyo Simi, including coast live oak (*Quercus agrifolia*) or western sycamore (*Platanus racemosa*).

Through obtaining tree removal permits required from the City, the Project would be in compliance with Chapter 12.12 of the City's Municipal Code and impacts to Historic Trees, Native Oak Trees, and Mature Trees. The City has no other local policies or ordinances protecting biological resources. With compliance with City Municipal Code, including the replacement of trees on site, impacts would be less than significant.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservancy Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is not located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plans. Therefore, no impacts to existing conservation plans would occur.

4.5 CULTURAL RESOURCES

5.	CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
(c)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Environmental Setting

A Historical Significance Evaluation was prepared for the Proposed Project by Chambers Group, Inc. (Chambers Group) in February 2022 (Appendix C), which included the results of an architectural survey and historic context research. A Cultural Resources Impact Analysis was prepared by EcoTierra Consulting in March 2022 (Appendix D), which included the results of the records search conducted by the South Coast Central Information Center (SCCIC) for archaeological resources and the Los Angeles County Natural History Museum for Paleontological Resources. Results from this analysis have been summarized and incorporated below. For more details regarding methods and results, see Appendix D.

4.5.1 Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less than Significant Impact. As a result of the records search review and archival research, no previously recorded resources or any other listed or potentially significant properties are located within the Project site (Appendix C, Appendix D). No historic resources, points of historical interest, historical landmarks, or listings on the California Register of Historical Resources or National Register of Historic Places were identified within the Project site or within a half-mile radius of the Project site. The historical significance of the 1957 tract Ranch-style house on APN 506-0-030-210 and the 1952 Streamline Moderne garage on APN 506-0-030-045 was evaluated by applying the procedure and criteria for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR,) and the City of Moorpark (local register). Based on NRHP, CRHR, and local register criteria, the Ranch-style house and the Moderne garage are not eligible under any criteria for the NRHP, the CRHR, or the local register and are, therefore, not a historic resource for the purposes of CEQA. A less than significant impact to historic resources would result from implementation of the Proposed Project.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impact. The records search review and archival research found that no previously recorded resources or any other listed or potentially significant properties are located within the Project site. However, there is potential for discovery of unidentified resources during grading or construction activities. Work would cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in Public Resources Code (PRC) Section 21083.2. The required compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2.

In addition, the applicant would comply with City established standard condition of approval under its police power and land use authority to address any inadvertent discovery of archaeological resources, which would be imposed on the Project as part of its land use approvals. The standard condition of approval reads:

If any archeological or historical finds are uncovered during grading or excavation operations, all grading or excavation shall immediately cease in the immediate area and the find must be left untouched. The applicant, in consultation with the project paleontologist or archeologist, shall assure the preservation of the site and immediately contact the Community Development Director by phone, in writing by email or hand delivered correspondence informing the Director of the find. In the absence of the Director, ·the applicant shall so inform the City Manager. The applicant shall be required to obtain the services of a qualified paleontologist or archeologist, whichever is appropriate to recommend disposition of the site. The paleontologist or archeologist selected must be approved in writing by the Community Development Director. The applicant shall pay for all costs associated with the investigation and disposition of the find.

With implementation of the City condition of approval noted above, less than significant impact would occur to archeological resources.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No traditional burial sites have been previously recorded on or within one-half mile of the Project site according to the Cultural Resources Report (Appendix D). Thus, the disturbance of human remains is not expected in conjunction with project grading and excavation activities. While no formal cemeteries, other places of human internment, or burial grounds sites are known to occur within the immediate Project site area, human remains could always possibly be encountered during construction. Should human remains be encountered unexpectedly during grading or construction activities, 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 PRC Section 5097.98. No further excavation or disturbance of the Project site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, if the remains are human. In the event human remains are discovered, a less than significant impact would occur.

4.6 ENERGY

6.	ENERGY Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Setting

Energy conservation management in the state was initiated by the 1974 Warren-Alquist State Energy Resources Conservation and Development Act that created the California Energy Resource Conservation

and Development Commission (currently named California Energy Commission [CEC]), which was originally tasked with certifying new electric generating plants based on the need for the plant and the suitability of the site of the plant. In 1976 the Warren-Alquist Act was expanded to include new restrictions on nuclear generating plants that effectively resulted in a moratorium of any new nuclear generating plants in the state. The following lists specific regulations adopted by the State in order to reduce the consumption of energy.

- CCR Title 20 – Regulations for appliance efficiency standards
- CCR Title 24 Part 6 – Energy efficiency standards for residential and nonresidential buildings
- CCR Title 24 Part 11 – CALGreen Building Standards
- CRC Part III – Building Planning and Construction
- Senate Bill (SB) 100 – Regulations for retail sales of electricity
- Executive Order (EO) N-79-20 – Requires all new passenger vehicles and trucks to be zero-emission by the year 2035
- Assembly Bill (AB) 1109 – Requires the use of high-efficiency lighting in new structures

4.6.1 Impact Analysis

a) Would the project a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The Project would consume energy resources during construction and operation, but these impacts would be less than significant. Energy resources that would potentially be impacted include electricity, natural gas, and petroleum-based fuel supplies and distribution systems. This analysis includes a discussion of the potential energy impacts of the Project, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. A general definition of each of these energy resources is provided below.

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers, that lower transmission line power (voltage) to a level appropriate for onsite distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. In 2020, Southern California Edison (SCE), which provides electricity to the Project vicinity, provided 83,533 gigawatt-hours (GWh) per year of electricity (CEC 2020).

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the state, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network; and, therefore, resource

availability is typically not an issue. Natural gas satisfies almost one-third of the state's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. In 2020, Ventura County consumed 180.18 million Therms of natural gas (CEC 2020).

Petroleum-based fuels currently account for a majority of the California's transportation energy sources and primarily consist of diesel and gasoline types of fuels. However, the state has been working on developing strategies to reduce petroleum use. Over the last decade California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and greenhouse gas (GHG) emissions from the transportation sector, and reduce vehicle miles traveled (VMT). Accordingly, petroleum-based fuel consumption in California has declined. According to the CEC, in 2017, 338 million gallons of gasoline and 36 million gallons of diesel were sold in Ventura County (CEC 2018).

The following section calculates the potential energy consumption associated with the construction and operations of the Proposed Project and provides a determination of whether any energy utilized by the Project is wasteful, inefficient, or unnecessary consumption of energy resources.

Construction Energy

The Project would consume energy resources during construction in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction worker travel to and from the Project site, as well as delivery and haul truck trips (e.g., hauling demolition material to offsite reuse and disposal facilities)

2. Electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power

3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass

Construction-Related Electricity

During construction the Project would consume electricity to construct the new structures and infrastructure. Electricity would be supplied to the Project site by SCE and would be obtained from the existing electrical lines in the vicinity of the Project site. The use of electricity from existing power lines rather than temporary diesel or gasoline-powered generators would minimize impacts on fuel consumption. Electricity consumed during project construction would vary throughout the construction period based on the construction activities being performed. Various construction activities include electricity associated with the conveyance of water that would be used during project construction for dust control (supply and conveyance) and electricity to power any necessary lighting during construction, electronic equipment, or other construction activities necessitating electrical power. Such electricity demand would be temporary and nominal and would cease upon the completion of construction. Overall, construction activities associated with the Proposed Project would require limited electricity consumption that would not be expected to have an adverse impact

on available electricity supplies and infrastructure. Therefore, the use of electricity during Project construction would not be wasteful, inefficient, or unnecessary. Thus, impacts to regarding electricity would be less than significant.

Since power lines currently exist in the vicinity of the Project site, it is anticipated that only nominal improvements would be required to SCE distribution lines and equipment with development of the Proposed Project. Compliance with the City's guidelines and requirements would ensure that the Project fulfills its responsibilities relative to infrastructure installation, coordinates any electrical infrastructure removals or relocations, and limits any impacts associated with construction of the Project. Construction of the Project's electrical infrastructure is not anticipated to adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Construction-Related Petroleum Fuel Use

Petroleum-based fuel usage represents the highest amount of transportation energy potentially consumed during construction, which would be utilized by both off-road equipment operating on the Project site and on-road automobiles transporting workers to and from the Project site and on-road trucks transporting equipment and supplies to the Project site.

The off-road construction equipment fuel usage was calculated through use of the off-road equipment assumptions and fuel use assumptions provided in Appendix A, which found that the off-road equipment utilized during construction of the Project would consume approximately 59,888 gallons of fuel (CARB 2017). Worker vehicle trips would be required to be compliant with Executive Order (EO) 13432 which set forth national policy for fuel efficiency and emissions standards that applies to passenger cars and light-duty trucks. This standard created a Corporate Average Fuel Economy (CAFE) standard which required an average standard of 35.5 miles per gallon (mpg) by model year 2016, and 54.5 mpg by 2025. Worker vehicles would be compliant with EO 13432 and comply with the CAFE standards. As such, the construction-related petroleum use would be nominal when compared to current county-wide petroleum usage rates. Therefore, impacts regarding construction-related petroleum fuel use would be less than significant.

Construction activities associated with the Project would be required to adhere to all State and County regulations for off-road equipment and on-road trucks, which provide minimum fuel efficiency standards. As such, construction activities for the Proposed Project would not result in the wasteful, inefficient, and unnecessary consumption of energy resources. Development of the Project would not result in the need to manufacture construction materials or create new building material facilities specifically to supply the Project. It is difficult to measure the energy used in the production of construction materials such as asphalt, steel, and concrete; therefore, it is reasonable to assume that the production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest of minimizing the cost of doing business. Thus, impacts regarding transportation energy would be less than significant.

Operational Energy

The ongoing operation of the proposed residential Project would require the use of energy resources for multiple purposes including, but not limited to, pumps and other mechanical industrial equipment, heating/ventilating/air conditioning (HVAC), refrigeration, lighting, appliances, and electronics.

Energy would also be consumed during operations related to water usage, solid waste disposal, landscape equipment, and vehicle trips.

Operations-Related Electricity

It should be noted that the Proposed Project will be required to meet the 2019 Title 24, Part 6 building energy efficiency standards that have been developed to meet the State's goal of zero-net-energy use for new homes. The zero net energy use will be achieved through a variety of measures to make new homes more energy efficient and by also requiring installation of photovoltaic systems of adequate size to generate enough electricity to meet the zero-net energy use standard. Although, the CalEEMod model found that with implementation of the 2019 Title 24 Part 6 standards the Proposed Project would continue to utilize a nominal amount of power, it should be noted that the electricity usage and emission rates utilized by the CalEEMod model are based on regional average usage rates for existing homes, which were not all built to the most current Title 24 Part 6, standards, so the CalEEMod model provides a conservative or worst-case analysis of electricity use from the Proposed Project. Additionally, the Project would utilize high-efficiency tankless water heaters, Energy Star appliances, and LED lighting where possible and would provide conduits for future car charging at each unit. Therefore, it is anticipated the Proposed Project will be designed and built to minimize electricity use and that existing and planned electricity capacity and electricity supplies would be sufficient to support the Proposed Project's electricity demand. Thus, impacts with regard to electrical supply and infrastructure capacity would be less than significant; and no mitigation measures would be required.

Operations-Related Natural Gas

Operation of the Proposed Project would result in increased consumption of natural gas at the Project site. It should be noted that the Project site will likely be designed and operated with no natural gas usage; however, the natural gas usage has been included to provide a conservative analysis. According to the CalEEMod model printouts (see Appendix A), the Proposed Project would consume 1123.19 million British Thermal Units (MBTU) per year of natural gas. This equates to 6.23 percent of the natural gas consumed annually in Ventura County. As such, the operations-related natural gas use would be nominal when compared to current natural gas usage rates in the County.

It should be noted that the Proposed Project would comply with all federal, State, and City requirements related to the consumption of natural gas, which includes CCR Title 24, Part 6 Building Energy Efficiency Standards and CCR Title 24, Part 11: California Green Building Standards (CALGreen). The CCR Title 24, Part 6 and Part 11 standards require numerous energy efficiency measures to be incorporated into the proposed residential units, including enhanced insulation as well as use of efficient natural gas appliances and HVAC units. Therefore, it is anticipated the Proposed Project will be designed and built to minimize natural gas use and that existing and planned natural gas capacity and natural gas supplies would be sufficient to support the Proposed Project's natural gas demand. Thus, impacts with regard to natural gas supply and infrastructure capacity would be less than significant; and no mitigation measures would be required.

Operations-Related Petroleum Fuel

Operation of the Proposed Project would result in increased consumption of petroleum-based fuels related to vehicular travel to and from the Project site. The Project would comply with all federal,

State, and County requirements related to the consumption of transportation energy. Therefore, it is anticipated the Project will be designed and built to minimize transportation energy through the promotion of the use of electric-powered vehicles and that existing and planned capacity and supplies of transportation fuels would be sufficient to support the Project's demand. Thus, impacts regarding transportation energy supply and infrastructure capacity would be less than significant; and no mitigation measures would be required.

b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less than Significant Impact. The Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The applicable plan for the Proposed Project is the *City of Moorpark General Plan Open Space, Conservation and Recreation Elements,* adopted August 4, 1986, that provides policies that promote renewable energy and energy efficiency. The Proposed Project would be required to meet the Title 24, Part 6 building energy efficiency requirements that require incorporation of several energy efficiency measures into the design of the proposed structures, including installation of rooftop photovoltaic (PV) systems, use of LED lighting, enhanced insulation and windows, and high-efficiency ventilation and appliances. In addition, the Proposed Project would be required to meet the Part 11 CalGreen Code, which provides minimum requirements for bicycle parking, carpool/vanpool/electric vehicle parking spaces, use of water-efficient plumbing and landscaping fixtures, recycling and use of recycled materials in building products. Specific CalGreen requirements that are applicable to the Proposed Project include requiring that a minimum of 65 percent of construction waste be diverted from landfills, providing bicycle parking spaces, and providing electric vehicle charging stations within the proposed parking structure. Through implementation of the above programs, regulations, and policies, the Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts to energy plans or policies would be less than significant.

4.7 GEOLOGY AND SOILS

7.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	ii) Strong seismic ground shaking?	☐	☐	☒	☐
	iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv) Landslides?	☐	☐	☒	☐
(b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

7.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
(d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐

Environmental Setting

In April 2021, Alta California Geotechnical prepared an updated geotechnical report to reflect the Conceptual Site Plan 3 and subsurface investigation (Appendix E).

The Project site is located on the Santa Ynez sub-block of the Traverse Ranges geomorphic province. The Santa Ynez sub-block is bounded on the south by the Santa Monica and Raymond fault zones, on the north by the Big Pine fault zone, and on the east by the San Gabriel fault zone. The Project site is underlain by alluvium with a section of undocumented artificial fill located in the southern section of the site. Groundwater was encountered during the previous investigation at a depth of approximately 20 feet below the ground surface. The Project site is located 1.7 miles north of the Simi-Santa Rosa fault zone.

4.7.1 Impact Analysis

a) i) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The city is located in a region with several active faults and therefore is subject to the risk and hazards associated with earthquakes. The Project site is not located within an Alquist-Priolo Fault Zone but is approximately 1.7 miles north of the Simi-Santa Rosa Fault Zone (DOC 2022b). The California Division of Mines and Geology has designated an Alquist-Priolo Fault Zone for many of the traces of the Simi-Santa Rosa Fault Zone. According to the Geotechnical Report, local faults are found both to the north and south of the Project site. Additionally, the Project would conform to current seismic safety standards, and ground disturbance required for the Project would not reach depths that could exacerbate the risk of rupturing a known earthquake fault. Impacts to earthquake faults would therefore be less than significant.

ii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact. The Project site is subject to potential ground shaking due to faults in the region, but local faults near the Project site were found to pose no ground rupture hazard (Appendix E). Construction activities occurring on site will include demolition of existing buildings, tree removal and preservation, grading, excavation, and recompaction throughout the site. However, ground disturbance required for the Project would not reach depths which could exacerbate the risk of ground shaking. Additionally, the Project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The Project would be required to comply with the seismic safety requirements in the International Building Code (IBC), the California Residential Code (CRC)/California Building Code (CBC), and the Moorpark Municipal Code (MMC). Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, implementation of the Project would result in a less than significant impact associated with strong seismic ground shaking.

iii) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The potential for liquefaction is dependent upon the occurrence of a significant earthquake; sufficient groundwater to cause high pore pressures; and on the grain, size, relative density, and confining pressures of the soil at a given site. As part of the Geotechnical Report, Alta California investigated liquefaction potential at the Project site. Results showed that some coarse-grained materials below the assumed design groundwater elevation have potential to liquefy during a design-level earthquake. The potential settlement due to an earthquake on site is anticipated to be around 1.7 inches (Appendix E). The final design of the Project, including completion of final soils reports and foundations plans, will be guided by building and grading codes to ensure that the structures do not have any impacts associated with ground related failure including liquefaction.

iv) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less Than Significant Impact. The Project site is flat and does not contain any slopes that pose a risk of landslide. The closest area prone to landslide is the Simi Valley West landslide zone approximately 0.5 mile north of the Project site (DOC 2022b). The Project would construct new single-family homes and open space/recreation facilities for residents. Required grading would not exacerbate risk of landslide at the Project site. Additionally, completion of the Project would be similar to the existing single-family neighborhood immediately east of the Project site. Impacts related to landslides would be less than significant.

b) *Would the project result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. Construction activities associated with the Project include demolition, tree removal, grading, excavation, and recompaction throughout the site. Considering the project-related soil disturbance and that development would introduce new impervious surface to the Project site in excess of 1 acre, a Stormwater Pollution Prevention Plan (SWPPP) will be written and implemented. The SWPPP will identify BMPs to further reduce soil erosion during construction. Any

BMPs employed at the Project site would be consistent with the Ventura County *Technical Guidance Manual for Stormwater Quality Control Measures* (County 2011). The identification and implementation of construction BMPs would include but are not limited to watering soil, covering soil in inactive areas, and placing gravel bags and fiber rolls to minimize the potential impacts. Therefore, implementation of the Project would result in less than significant impacts associated with soil erosion or the loss of topsoil.

c) *Would the project 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?*

Less Than Significant Impact. As discussed above, the Project site is not within an active fault zone. According to the Geotechnical Investigation, lateral spreading, hydroconsolidation, and liquefaction could occur on site. In order to minimize potential impacts from geologic instability on site, the Proposed Project would implement construction measures outlined in Section 1.3.2 related to liquefaction. With implementation of these site development and construction measures, impacts would be less than significant.

d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

No Impact. Expansive soils are certain types of clay soils that expand when saturated and shrink when dried. The Project site is underlain by alluvium and undocumented artificial fill. Alluvium consists of predominantly fine- to coarse-grained silty sand with infrequent lenses and strata of gravelly sand, clayey sand, silt, and clay. The undocumented artificial fill encompasses most of the site and consists of tan to brown sand in a dry and medium dense condition. Further expansion index tests were conducted, with results showing the majority of the materials being very low to low expansion potential (Appendix E). No soils that have expansive properties were identified within the Project site; thus, no impact would occur.

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

No Impact. The Project would connect to the City's existing sewer infrastructure; therefore, the Project would not require the installation of new septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to use of septic systems would occur.

f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

Less Than Significant. A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or unique geologic features (e.g., geologic formation, rock outcroppings) which presently exist within a project site. The Project site is located in a developed, urban area that has been previously subject to disturbance, including grading and development. The City's current General Plan's Open Space, Conservation & Recreation Element (OSCAR) does not identify any known paleontological resources within the Project site or citywide and does not identify such resources as a constraint to development (City 1986, 1992). Additionally, a Vertebrate Paleontology Records Check was conducted by the Los Angeles County Natural History

Museum for paleontological resources on the Project site and vicinity. The research did not find any recorded paleontological resources within the Project site boundaries (Appendix D). However, the potential remains for inadvertent subsurface paleontological resources to be discovered on the Project site during excavation, grading, or construction activities related to project implementation. As such, the Project would be subject to the City's condition of approval related to inadvertent paleontological or geological discovery during project construction. Therefore, a less than significant impact would occur.

4.8 GREENHOUSE GAS EMISSIONS

8.	GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
(b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

The Greenhouse Gas analysis was completed as part of the Air Quality and Greenhouse Gas Emissions Impact Analysis (Appendix A) that was prepared by EcoTierra Consulting in March 2022. The Proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. The following provides the methodology used to calculate the project-related GHG emissions and the project impacts.

CalEEMod Version 2020.4.0 was used to calculate the GHG emissions from the Proposed Project. The CalEEMod Annual Outputs for both the existing uses (being removed) and for the Proposed Project are available in Appendix A. Each source of GHG emissions is described in greater detail below.

4.8.1 Impact Analysis

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. The CalEEMod model used to calculate the criteria pollutant emissions was also utilized to calculate the GHG emissions associated with construction and operation of the Proposed Project (see Appendix A). The CalEEMod model calculated GHG emissions generated from both construction and operation of the Proposed Project. Per the analysis methodology presented in the South Coast Air Quality Management District (SCAQMD) Working Group meetings, the construction emissions were amortized over 30 years. Table 6 shows the estimated GHG emissions that would be predicted from development of the Proposed Project.

Table 6: Annual Greenhouse Gas Emissions from the Proposed Project

Sector	Greenhouse Gas Emissions (Metric Tons per Year)			
	CO_2	CH_4	N_2O	CO_2e
Area Sources	0.57	<0.00	<0.00	0.58
Energy Uses	148.60	0.01	<0.00	149.30
Mobile Sources	393.81	0.03	0.02	400.06
Solid Waste	5.99	0.35	<0.00	14.85
Water and Wastewater	13.65	0.08	<0.00	16.26
Construction[1]	22.41	0.01	<0.00	22.66
Sequestration				**-12.21**
Subtotal Emissions	**584.85**	**.47**	0.02	**591.49**
Existing uses being removed	**-97.41**	**-0.51**	<0.00	**-111.33**
Total GHG Emissions	**487.34**	**-0.04**	**0.02**	**480.17**
Threshold of Significance				**3,000**
Exceed Threshold?				No

Notes:

[1] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.

Source: CalEEMod Version 2020.4.0 (see Appendix H).

As shown in Table 6, the Proposed Project would generate 480.17 metric tons of carbon dioxide equivalent ($MtCO_2e$) per year, which is within the 3,000 $MtCO_2e$ per year threshold that is described above. It should also be noted that the proposed structures will be required to meet the CALGreen building standards that require all new structures to install solar PV systems and enhanced insulation as well as energy-efficient lighting and appliances. The County also requires all new developments to institute the water conservation measures that are detailed in the CALGreen Code. For these reasons, a less than significant generation of GHG emissions would occur from construction and operation of the Project.

b) *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less than Significant Impact. The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Neither the City of Moorpark nor the VCAPCD has adopted a Climate Action Plan or other qualified GHG reduction plan. The CARB Scoping plan provides multiple measures to help reduce GHG emissions. The Proposed Project does not have any conflicts with the measures and recommended actions proposed by the Scoping Plan. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases, therefore the Project impacts would be less than significant.

4.9 HAZARDS AND HAZARDOUS MATERIALS

9.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Environmental Setting

A Phase I and II Environmental Site Assessment (ESA) for the Project was prepared by Stantec Consulting Services on June 1, 2021. This investigation checked for previous site history, Recognized Environmental Conditions (REC), contamination on site, and subsurface investigations. The property was previously developed for agricultural uses before 1927 till 1959, and in 1971 a machine shop was listed on the property. Machine shops are considered a REC, and a subsurface investigation (Phase II ESA) was completed to check for soil contamination. The Phase I and II ESAs are provided as Appendix F.

4.9.1 Impact Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The Project would involve the construction of a 47-unit, single-family residential development. Construction activities include excavation and grading, utility work, surface

paving operations, and landscaping. Operational activities on site will be residential in nature. Potentially hazardous materials, including but not limited to gasoline, oil, solvents, cleaners, paint, pesticides, and fertilizer, may be used during construction and operation of the Project. Nonetheless, all construction and operational activities would be required to adhere to local standards set forth by the City, as well as State and federal health and safety requirements that are intended to minimize risk to the public from hazardous materials, such as California Division of Occupational Safety and Health (Cal/OSHA) requirements, the Hazardous Waste Control Act, the California Accidental Release Prevention (CalARP) Program, and the California Health and Safety Code.

As a result, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, construction and operational impacts for these issues would be less than significant.

b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact. The Project would involve the construction of a 47-unit, single-family residential development. Construction requires excavation and grading, demolition, utility work, surface paving operations, and landscaping. Due to the time of the original construction (around 1957), the existing facilities on site likely include asbestos-containing materials (ACM) and lead-based paint (LBP).

Construction activities associated with the Proposed Project would require compliance with federal and State law that regulate construction activities which might involve interaction with ACM or LBP. Regulations require that, prior to demolition, alteration, or renovation, (1) proper notification is given to the VCAPCD (which regulates airborne pollutants) and the local California OSHA office; and (2) the Construction Contractor will certify that ACMs have been removed or mitigated by a licensed asbestos abatement contractor certified by the State of California Contractors Licensing Board. These permitting requirements automatically apply to all development associated with the Proposed Project and are considered standard conditions for approval of the Proposed Project.

Operations on site will be residential in nature and will not involve the routine transport, use, or disposal of hazardous materials. Potentially hazardous materials, including but not limited to, gasoline, oil, solvents, cleaners, paint, pesticides, and fertilizer may be used during construction and operation of the Project. Nonetheless, all construction and operational activities would be required to adhere to local standards set forth by the City, as well as State and federal health and safety requirements that are intended to minimize risk to the public from hazardous materials, such as Cal/OSHA requirements, the Hazardous Waste Control Act, the CalARP Program, and the California Health and Safety Code.

As a result, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Therefore, construction and operational impacts for these issues would be less than significant.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact. Project construction would involve the use of heavy equipment and other gas- or diesel-powered equipment that would generate emissions associated with internal combustion engines (i.e., diesel and gasoline). As described in impacts 4.9.1 a) and b) above, construction would also require temporary transport of potentially hazardous commercial materials, including but not limited to gasoline, oil, solvents, cleaners, paint, pesticides, and fertilizer. Considering the Project is a 47-unit, single-family development, operations on site will be residential in nature and will not involve the routine transport, use, or disposal of hazardous materials.

The Project site is located approximately 0.2 mile north of Moorpark High School. Heavy equipment and vehicles which may be transporting or emitting hazardous materials during Project construction would travel along Los Angeles Avenue. Main construction access to the Project site would also be from Los Angeles Avenue which would avoid routing trucks near Moorpark High School. Furthermore, Project operations would be consistent with local regulations and standards set forth by the City, State, and federal governments. Therefore, construction and operational impacts for these issues would be less than significant.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. A review of Federal and State standard and supplemental databases indicated that the Project site is not located within an identified hazardous material site pursuant to Government Code Section 65962.5. The closest closed hazardous material clean-up site is Prudential Overall Supply on Gabbert Road, located approximately 0.3-mile northwest of the Project site. However, the site has been deemed closed since July 30, 2002 (SWRCB 2022; DTSC 2022). Considering the absence of active hazard cases in the vicinity of the Project site, no impacts would occur.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact. The Project site is located approximately 10.5 miles southeast of Santa Paula Airport and 11.5 miles northeast of Camarillo Airport (Google Maps 2022). The Project site is not within the Airport Influence Area for either of these airports (ALUC 2000). No impact to airports or associated land use plans would occur.

f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. According to the Safety Element of the City's General Plan, the City has developed an Emergency Services Program to maintain a responsible level of emergency preparedness. This program includes City staff receiving training in emergency preparedness, management, and mitigation; the City maintaining the Emergency Operations Center (EOC); the City organizing and training a Disaster Assistant Response Team composed of volunteers; and the City promoting emergency planning, training, public awareness, and education (City 2001). The EOC is the focal point for coordination of the City's emergency planning, training, response, and recovery efforts for emergencies and major disasters (County 2020).

Additionally, the County's Multi-Hazard Mitigation Plan (MHMP) includes an overview of the risk assessment process and identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan identifies goals, objectives, and actions for each jurisdiction in the County, including participating cities (such as Moorpark) and the County unincorporated areas (County 2015). The Project would not interfere with the City's Emergency Services Program or the MHMP because it would not prohibit subsequent programs or plans from being established or prevent the goals and objectives of existing plans from being carried out. The Project site is located in the vicinity of a Critical Facility for emergency response, the Moorpark High School, approximately 0.2 mile south of the Project site (County 2015); however, the Project would not prevent access to this Critical Facility during an emergency. Thus, impacts would be less than significant.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The Project is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2022), the Project is located approximately a quarter mile from the nearest portion of the VHFHSZ. The Project would be built to current building code fire safety requirements as well General Plan policies and would require the provision of fire suppression and payment of fire protection facility fees, which would aid in preventing the spread of wildfires. Due to the distance from the VHFHS Zones, use of current building codes would result in a less than significant impact.

4.10 HYDROLOGY AND WATER QUALITY

10.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flood on- or off-site;	☐	☐	☒	☐
	iii) 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; or	☐	☐	☒	☐
	iv) Impede or redirect flood flows?	☐	☐	☒	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐

10.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Environmental Setting

A hydrology report was prepared by United Civil Inc in June 2021 for the Project site (Appendix G). The study determined existing and future conditions, with sizing for the storm drain system and underground filtration system. Findings from the report have been incorporated into the analysis below.

4.10.1 Impact Analysis

a) Would the project violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Project construction would require temporary disturbance of surface soils and removal of vegetative cover through grading and excavation for the proposed single-family residential development, including open space areas, landscaping, and roadways. Grading activities therefore could potentially result in erosion and sedimentation on site, which may alter the existing drainage pattern. The Project site generally slopes to the south and flows directly into Arroyo Simi.

The Project would be required to obtain coverage under a Construction General Permit to comply with Clean Water Act National Pollutant Discharge Elimination System (NPDES) requirements. Compliance with the Construction General Permit would require the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated BMPs. The BMPs would include measures that would be implemented to prevent discharge of eroded soils from the construction site and sedimentation of surface waters off site. With implementation of the required SWPPP, construction of the Project would not violate any water quality standards or waste discharge requirements.

Ventura County Guidelines for stormwater management require that the first 0.75 inch of stormwater be infiltrated back into the soil, if possible and, if not, be cleaned prior to leaving the property. Landscaping of the Project site would help reduce offsite flows and reduce runoff volumes and rates. Additionally, catch basins will be installed throughout the site to collect runoff; and an onsite storm drain system will convey runoff to an underground detention/infiltration system located on site. The design provides for outlet from the retention/detention area to follow the existing drainage pattern and outlet to the Arroyo Simi (Appendix G). With implementation of these design features, Project operations would not substantially degrade surface or groundwater quality, impacts would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Ventura County Waterworks District No. 1 (VCWWD) provides domestic water to Moorpark and will be the water purveyor to the Project site. VCWWD receives its water from three sources. Approximately 71 percent of its supply is imported potable water from the Metropolitan Water District (MWD) of Southern California through Calleguas Municipal Water District (CMWD), a local wholesaler. The imported water is primarily State Water Project water from the Sacramento-San Joaquin River Delta in Northern California that has been treated at MWD's Joseph Jensen Filtration Plant. The second largest supply (approximately 20 percent) comes from local groundwater production. Groundwater is pumped from the East Las Posas Subbasin via the four active wells owned and operated by VCWWD. The East Las Posas Subbasin is managed and protected by Fox Canyon Groundwater Management Agency (FCGMA 2007). Finally, reclaimed water brings in approximately nine percent of all supply through the Moorpark Water Reclamation Facility (MWRF), which is owned and operated by VCWWD and has been in operation since 2003 (County 2020).

During the 2020 Fiscal Year, VCWWD was allocated 2,195 acre-feet (AF) of groundwater from the Las Posas Basin by FCGMA. Using the City's average number of persons per household and target gallons per capita per day, calculations determined that the Project would require approximately 32.6 AF per year (AFY) for residential operations. The average number of persons per household in Moorpark from 2015 to 2019 was 3.2 (City 2020c). Thus, for 47 units, the number of persons anticipated to be living at the Project site during operations would be 150 people. According to the Ventura County Urban Water Management Plan (UWMP), the County's target per capita water usage for 2020 was 194 gallons per capita per day. For the Project's 150 predicted residents, this results in 29,100 gallons per day, or approximately 32.6 AFY. Thus, in the highly unlikely scenario that the Project would be served using solely the City's available groundwater supply, the Project would require a nominal 1.4 percent of the groundwater allocated in 2020.

In addition, the Project would be required to comply with the permanent water conservation measures contained in Part 1 – Section L of VCWWD's Rules and Regulations for District Nos. 1, 16, 17, 19, and 38. These measures include installing water-saving devices and limiting landscape irrigation (VCWWD 2021). The Project proposes landscaping throughout the site; nonetheless, compliance with the District's rules and all provisions of the City's water efficient landscape ordinance would ensure minimal impacts to the City's groundwater availability. Thus, Project operations are not anticipated to decrease groundwater supplies.

As discussed in Section 4.7, Geology and Soils, although the Project proposes grading activities, grading would not require excavation of 20 feet or more of soil. Therefore, the Project would have a less than significant impact related to the depletion of groundwater supplies and groundwater recharge.

c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) *result in substantial erosion or siltation on- or off-site;*

Less Than Significant Impact. Project construction would require temporary disturbance of surface soils and removal of vegetative cover through grading and excavation. Grading activities could potentially result in erosion and sedimentation. Compliance with the Construction General Permit would require the development and implementation of a SWPPP and associated BMPs,

reducing erosion and sedimentation during construction. The Project would also include a storm drain system with catch basin filters to remove trash, oils, pollutants and then into an underground capture and infiltration system to release the 85th percentile storms back into the ground and groundwater. With implementation of BMPs and design features, Project construction and operations would not result in substantial erosion siltation, flooding, runoff, or polluted runoff, therefore impacts would be less than significant.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact. Landscaping of the Project site would help reduce offsite flows and reduce runoff volumes and rates. Furthermore, a catch basin will be installed at the site; and a storm drain system will convey runoff to one of the underground infiltration system and on grade detention basin. The function of the underground infiltration system is to return the stormwater to the groundwater and the detention basin reduces the volume and velocity of stormwater runoff so that the completed Project will not increase the runoff from the current existing conditions. With implementation of BMPs and design features, project construction and operations would not result in substantial erosion siltation, flooding, runoff, or polluted runoff, therefore impacts would be less than significant.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff; or

Less Than Significant Impact. Operation of the Project would increase the amount of runoff on site, with total of 196,633 square feet of impervious surfaces, which is approximately 106,307 square feet more than the existing amount of impervious surfaces. Landscaping of the Project site would help reduce offsite flows and reduce runoff volumes and rates. Furthermore, a catch basin will be installed at the site; and a storm drain system will convey runoff to a underground infiltration system and on grade detention basin. The detention basin would fill and, once full, water would follow existing drainage patterns into Arroyo Simi (Appendix G). With implementation of BMPs and design features, project construction and operations would not result in substantial erosion siltation, flooding, runoff, or polluted runoff. Impacts would be less than significant.

iv) impede or redirect flood flows?

Less Than Significant Impact. Per the Federal Emergency Management Agency (FEMA) Map No. 06111C0819E, a majority of the Project site is within Flood Zone X. Zone X signifies areas subject to inundation by 0.2-percent-annual-chance shallow flooding where average depths are 1 foot or drainage areas of less than 1 square mile. A small portion the Project contains a small portion of the southern panhandle that is located in Zone AE by FEMA and has a risk of flooding in a 1 in 500-year storm event. Thus, the Project site is not located within the 100-year floodplain and would not impede or redirect flood flows, resulting in less than significant impacts.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. As previously mentioned, the Project is not located within the FEMA 100-year floodplain. The Project is also over 22 miles east of the Pacific Ocean and is not in the vicinity of any waterbodies that have potential to produce a seiche (Google Maps 2022). Therefore impacts associated with flood hazards, tsunami, seiche zones would be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Project site is located within the Los Angeles Coastal Watershed and subject to the Los Angeles Regional Water Quality Control Board's (LARWQCB's) Basin Plan. The LARWQCB Basin Plan contains the Region's water quality regulations and programs to implement the regulations (LARWQCB 2014). The Project site is also located within the boundaries of FCGMA's Groundwater Sustainability Plan (GSP) for the Las Posas Valley Basin (FCGMA 2007). The GSP projects future water demands based on historic water availability and demand, as well as buildout of the General Plan.

As previously mentioned, the Project would apply for a NPDES permit and prepare a SWPPP. Implementation of the SWPPP would reduce polluted stormwater runoff from the Project site and ensure compliance with the LARWQCB Basin Plan. Since the Project includes a request for a General Plan Amendment (GPA) from the City to change the Land Use Designation to High, the Project would increase the intensity of use on site and could affect projected groundwater demands in the GSP. However, as discussed in Section 4.10 b), the Project's 150 predicted residents would require approximately 32.6 AF of water per year. In the highly unlikely scenario that the Project would be served using solely groundwater, the Project would require a nominal 1.4 percent of the City's 2020 allocated groundwater supply (VCWWD 2021). Therefore, the Project would not conflict with or obstruct the LARWQCB's Basin Plan or FCGMA's GSP; and impacts would be less than significant.

4.11 LAND USE AND PLANNING

11.	LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Physically divide an established community?	☐	☐	☐	☒
(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

4.11.1 Impact Analysis

a) Would the project physically divide an established community?

No Impact. The Project would redevelop existing parcels between Los Angeles Avenue and Loretta Drive to create 47 new single-family dwelling units. Construction and site development would require grading, removal of existing septic tanks, and demolition of existing buildings. During construction, temporary road blockages may occur due to heavy equipment use and material deliveries to the Project site. However, no long-term road blockages or changes to the surrounding traffic patterns are

proposed. The Project includes a request for a GPA, a ZC, a DA, a VTTM, and a RPD for the construction of 47 single-family detached residences and programmed open space. The Project would allow public access to open space areas from Glenwood Park, and would allow access through the site. In addition, the Project would include access easements for neighboring residences to the east to access and for SCE to access the Arroyo, thus retaining existing access patterns in the established community. Construction and operation of the Project would not physically divide an established community, therefore no impacts would occur.

b) *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Less than Significant Impact. The Project is located in the western portion of the City immediately south of Los Angeles Avenue. The Project site's General Plan designation is P, L, which allows the development of one DUAC, and H which allows the development of seven DUAC. Thus, with approval of the GPA and associated zone updates, land use impacts resulting from the Project would be less than significant.

To analyze the Project's compliance with the City General Plan Circulation Element, Associated Transportation Engineers (ATE) implemented the Intersection Capacity Utilization (ICU) method to determine volume-to-capacity ratios and corresponding Levels of Service (LOS) at two study intersections (determined in consultation with City staff). LOS varies from LOS A (free flow) to LOS F (jammed condition). According to Policy 2.1 of the Circulation Element, LOS of C is the performance objective for traffic volumes on the City's circulation system. For facilities already operating at LOS C, the system performance objective is to maintain or improve the current LOS. The City's "Guidelines for Preparing Traffic and Circulation Studies" states that if a LOS degradation of one LOS or greater is attributable to a project, it will be considered significant enough to require mitigation measures.

As seen in Table 7 below, both study intersections are presently operating at LOS C or better during the morning (AM) and evening (PM) peak hours. In order to determine the operating conditions of the street system with implementation of the Project, traffic generated by the Project was added to the existing traffic conditions.

According to the ATE, Project-related traffic is not expected to exceed the traffic operations criteria at any of the six study intersections. Project-related traffic is not expected to exceed the traffic operations criteria since the LOS does not degrade by one level or greater from existing conditions (Table 7).

Table 7: Levels of Service in the Project Vicinity AM and PM Peak Hours

No.	Intersection	Peak Hour	2021 Existing	Existing Plus Project	Significant Impact
1	Los Angeles Avenue/Tierra Rejada Road	AM	C	C	No
		PM	B	B	No
2	Los Angeles Avenue/Maureen Lane	AM	A	A	No
		PM	A	A	No
3	Los Angeles Avenue/Moorpark Avenue	AM	A	A	No
		PM	A	A	No
4	Los Angeles Avenue/Miller Lane	AM	A	A	No

Table 7: Levels of Service in the Project Vicinity AM and PM Peak Hours

No.	Intersection	Peak Hour	2021 Existing	Existing Plus Project	Significant Impact
		PM	A	A	No
5	State Route 32 SB Ramps/Los Angeles Avenue	AM	A	A	No
		PM	C	C	No
6	State Route 23 NB Ramps/Los Angeles Avenue	AM	A	A	No
		PM	A	A	No

Source: Appendix I

Additionally, the Applicant would pay all applicable fees required by the City's Municipal Code, including the traffic systems management fee, the citywide traffic fee, and the county traffic impact mitigation fee. Thus, implementation of the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system; and impacts would be less than significant.

4.12 MINERAL RESOURCES

12.	MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

4.12.1 Impact Analysis

a) Would the project 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?

No Impact. According to the City's General Plan, no known mineral resources of statewide significance are within the City's limits. West and northwest of the City there are mineral resource zones designated MRZ-2, which refers to areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists (City 1986), although these areas are outside the City limits and therefore do not encompass the Project site. Moreover, two active open-pit sand and gravel mines are approximately 4 miles north of the Project site, but no mines are reported within the Project site (DOC 2022c). No impact would occur related to the loss of known mineral resources.

b) Would the project 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?

No Impact. The City's General Plan does not designate any locally important mineral resource recovery sites within the City boundaries (City 1986). Two active open-pit sand and gravel mines are approximately 1 mile north of the Project site, but no mines are reported within the Project site (DOC 2022c). No impact would occur related to the loss of known mineral resources delineated on a local general plan, specific plan or other land use plan.

4.13 NOISE

13.	NOISE Would the project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
(b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
(c)	For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

Environmental Setting

A Noise Impact Analysis was produced for the Project by EcoTierra Consulting in March 2022 to determine the noise impacts associated with the Project (Appendix H). The criteria noise impacts created by the Project were analyzed through use of Road Construction Noise Model, which is a computer model published for estimating noise levels. Results from this analysis have been summarized and incorporated below. For more details regarding methods and results, see Appendix H.

4.13.1 Impact Analysis

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The Noise Element of the City's General Plan implements goals and policies to maintain acceptable environmental noise levels to protect City residents from excessive noise. The Noise Element establishes noise standards for single-family and multiple-family residential land uses as 65 Community Noise Equivalent Level (CNEL) for the exterior environment, 55 CNEL for the interior environment with windows open, and 45 CNEL for the interior environment with windows closed (City 1998).

Background noise, or ambient noise, is the noise level of normal and existing noise levels of a given area. In the City, the four major sources of noise are traffic on SR 118 and SR 23; traffic on arterials

and local collector roadways; rail traffic on the east/west rail line bisecting the City; and commercial, industrial, and recreational activities adjacent to residential locations (City 1998). The Project is located near a developed and fully operational industrial park adjacent to SR 118 and an existing rail line to the north of the Project site. The existing immediate sources of ambient noise come from SR 118, the rail line, personal vehicles accessing Maureen Lane, operational equipment from the nearby businesses, and other outdoor noises from customers and employees. The Project would not introduce a new noise source that would result in a permanent increase in ambient noise levels because the proposed operations would be similar to the site's previous uses.

Section 17.53.070.F of the City Municipal Code prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work so as to violate the noise standards between weekday (Saturdays and legal holidays observed by the City included) hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays. During operations, Section 17.53.070.E of the Municipal Code prohibits the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10:00 p.m. and 7:00 a.m. any day of the week in such a manner as to cause a noise disturbance across a residential property line or at any time to violate the provisions of Section 17.53.050.

Construction of the Project would result in a temporary increase of construction noises. Modeled noise levels will reach up to 75.4 A—weighted decibels (dBA) at the closest sensitive receptor location, to the west of the project boundary (Appendix H). Proposed construction activities would be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday to avoid violation of noise standards set by the City Municipal Code. Furthermore, construction noise is likely to be at least partially attenuated by the existing wall located at the boundary of the residential receptors located west of the Project site; when the wall blocks the line of-sight between the receptor and the construction equipment being used. Therefore, the noise level at these receptor locations would be reduced to less than 75 dBA, and impacts would be less than significant.

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. The Noise Element of the City General Plan implements goals and policies to maintain acceptable environmental noise levels to protect City residents from excessive noise. The Noise Element establishes noise standards for single-family and multiple-family residential land uses as 65 CNEL for the exterior environment, 55 CNEL for the interior environment with windows open, and 45 CNEL for the interior environment with windows closed (City 1998).

Section 17.53.070.F of the City Municipal Code prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work that would violate the noise standards between weekday (Saturdays and legal holidays observed by the City included) hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays.

The construction of the Proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The highest degree of potential groundborne vibration would be generated during the paving construction if construction requires operation of a vibratory roller. Based on the Federal Transit Administration (FTA) data (FTA 2018), vibration velocities from vibratory roller operations are estimated to be approximately 0.1980 inch-per-second peak particle velocity (PPV) at 26 feet from the source of activity. As such, structures

located greater than 26 feet from vibratory roller operations would not experience groundborne vibration above the FTA significance threshold (i.e., 0.2 inch-per-second PPV for wood-framed structures). The nearest vibration-sensitive receptor would be the residential uses to the west, located approximately 12 feet from the western edge of the project boundary. At this distance, the vibration from a vibratory roller felt at the building façade would be approximately 0.63 inches-per-second, and a large bulldozer would generate a vibration level of 0.268 inches-per-second, which exceeds 0.2 inches-per-second. Construction activities that would occur less than 86 feet from the adjacent residential uses would follow a City-enforced condition of approval that would require use of smaller equipment types that do not exceed the vibration thresholds. Due to the types of construction equipment planned to be used, and City conditions of approvals that will be enforced, impacts will be less than significant.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public us airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The public and public use airports closest to the Project site are the Santa Paula Airport, which is approximately 10.4 miles northwest of the Project site, and the Camarillo Airport, which is approximately 11 miles southwest of the Project site. The Project site is not located within an airport influence area or an airport runway protection zone. No nearby private airstrips are within the vicinity of the Project site. Therefore, no impact related to airport and airstrip noise would occur.

4.14 POPULATION AND HOUSING

14.	POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Induce substantial unplanned 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)?	☐	☐	☒	☐
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

4.14.1 Impact Analysis

a) *Would the project induce substantial unplanned 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)?*

Less than Significant Impact. Although the Project would create 47 housing units, it would not introduce substantial unplanned population growth. As part of the Project, a GPA was requested to allow for a change in the land use to H. The construction of the Project would help the City achieve housing goals in support of the Housing Element of the General Plan (City 2014). Therefore, the Project

would fulfill an existing need for housing in the City and would not induce unplanned population growth.

Construction of the Project would also result in the generation of temporary construction jobs and a limited number of permanent jobs. Nonetheless, the additional jobs are expected to be filled by nearby residents. Therefore, jobs resulting from the Project would not lead to relocation of any population. The Project would not directly or indirectly induce substantial population growth during construction or operation; thus, impacts would be less than significant.

b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Project site is currently a mix of vacant parcels and underdeveloped parcels that support housing and community services. The Project would remove two housing units while adding 47 new units for local residents. The existing residents, including the church, plan to relocate within the City of Moorpark after the sales of the property are compete; therefore, the existing residents will not be displaced (The Fountain Foursquare Church 2022, KW Commercial 2022). The Project would not displace existing people or housing, and no impacts would occur.

4.15 PUBLIC SERVICES

15.	PUBLIC SERVICES.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire Protection?	☐	☐	☒	☐
	ii) Police Protection?	☐	☐	☒	☐
	iii) Schools?	☐	☐	☒	☐
	iv) Parks?	☐	☐	☒	☐
	v) Other public facilities?	☐	☐	☒	☐

4.15.1 Impact Analysis

a) *i) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?*

Less than Significant Impact. The Project consists of 47 dwelling units, which would be occupied by approximately 150 residents within the development, along with an open space/recreational portion

allowing for greenspace as part of the development. Ventura County Fire Station 40 is located approximately 0.8 mile south or approximately a three-minute drive from the Project site (Google Maps 2022). Construction activities would increase traffic adjacent to the Project site during working hours because commuting construction workers, trucks, and other large construction vehicles would temporarily be added to normal traffic. Construction traffic delays along local roadways may reduce optimal traffic flows on these roadways and could delay emergency vehicles or contribute to a vehicle accident. Nonetheless, potential fire protection impacts would be minimal due to the temporary nature of construction traffic.

During the Project's operational phase, the frequency of emergency calls may incrementally increase because residential uses would be introduced to the partially vacant site. For a residential project, the majority of calls are likely to be emergency medical and rescue. The Project would be required to conform to the California Fire Code and follow requirements in the Moorpark Municipal Code, which requires integration of fire safety features such as fire sprinklers, fire hydrants, and water service infrastructure capable of delivering the required hydrant fire flow rates.

Additionally, the Project would fulfill an existing need for housing in the City. Therefore, the housing and job opportunities generated by the Project are expected to be filled by residents who currently live in the area. Considering the Project would not induce unplanned population growth, the Project is not expected to increase the demand for fire protection or require new facilities. Impacts to fire services would be less than significant.

ii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Less than Significant Impact. The Project consists of 47 dwelling units, which would be occupied by approximately 150 residents within the development, along with an open space/recreational portion allowing for greenspace as part of the development. Further, the Ventura County Sheriff's Department is approximately 1.4 miles southwest of the Project site or approximately a six-minute drive (Google Maps 2022). As previously mentioned, construction activity would increase traffic adjacent to the Project site during working hours because commuting construction workers, trucks, and other large construction vehicles would temporarily be added to normal traffic. Slow-moving construction traffic along local roadways may reduce optimal traffic flows on these roadways and could delay emergency vehicles or contribute to a vehicle accident. Nonetheless, potential impacts would be minimal due to the temporary nature of construction traffic.

During the Project's operational phase, the frequency of emergency calls may incrementally increase because residential uses would be introduced to the currently vacant site. However, the Project would fulfill an existing need for housing in the City. Therefore, the housing and job opportunities generated by the Project are expected to be filled by residents who currently live in the area. Considering the Project would not induce unplanned population growth, the Project is not expected to increase the demand for police protection or require new facilities. Impacts to police services would be less than significant.

iii) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

Less than Significant Impact. The Project consists of 47 dwelling units, which would be occupied by approximately 150 residents within the development, along with an open space/recreational portion allowing for greenspace as part of the development. The Project site is located near five schools in Moorpark, including: Moorpark High School, located 0.2 mile south of the Project site; Chaparral Middle School, located 0.7 mile northeast of the Project site; Mountain Meadows School, located 0.75 mile southeast of the Project site; Walnut Canyon School, located 0.9 mile northeast of the Project site; and Flory Academy of Sciences and Technology and the ACCESS School, located 1 mile northeast of the Project site. As previously discussed, the Project would fulfill an existing need for housing in the City. Therefore, the housing and job opportunities generated by the Project are expected to be filled by residents who currently live in the area. Considering the Project would not induce unplanned population growth, the Project is not expected to increase the demand for schools or require new facilities. Impacts to schools would be less than significant.

iv) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

Less Than Significant Impact. As mentioned above, the Project would fulfill an existing need for housing in the City and would not induce unplanned population growth. Furthermore, additional jobs generated by the Project are expected to be filled by residents who currently live in the area and would not result in the relocation of any population. The Project also includes a programmed open space park which will provide additional recreational resources to the residents residing within the Project and to nearby neighborhoods. Thus, the Project is not expected to increase the demand for parks or require new facilities. Impacts to parks would be less than significant.

v) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

Less than Significant Impact. The Project consists of 47 dwelling units, which would be occupied by approximately 150 residents within the development, along with an open space/recreational portion allowing for greenspace as part of the development. The Project would not induce growth requiring the extension of existing or creation of other public facilities. The Project would not increase the demand for other public facilities. Impacts would be less than significant.

4.16 RECREATION

16.	RECREATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	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?	☐	☐	☒	☐
(b)	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?	☐	☐	☒	☐

4.16.1 Impact Analysis

a) 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?

Less than Significant Impact. The Project proposes construction of a 47-unit, single-family residential development; however, the Project would fulfill an existing need for housing in the City and would not induce unplanned population growth. The Proposed Project provides a greenspace area with passive seating areas, barbecue areas, and picnic tables for residents. The City of Moorpark offers 19 mini-, neighborhood, and community parks designed to meet the varied needs of residents. Five parks are within a 1-mile radius of the Project site: Glenwood Park is located immediately adjacent to the west of the Project site and would connect to the proposed open space portion of the Project; Arroyo Vista Community Park is 0.3 mile south of the Project across Arroyo Simi; Moorpark Skate Park is located 0.6 mile northeast of the Project; Mountain Meadows City Park is located 0.7 mile southeast of the Project; and Tierra Rejada Park is located 0.7 mile south of the Project (Google Maps 2022). Open space and recreation areas within the City occupy 2,240 acres and account for 28 percent of the City's land. Of this open space area, the City has a total of 188 acres of developed park land within the City and an estimated 5.1 acres of existing park land per 1,000 people (City 2020c). The Project would create additional open space and recreational facilities that would connect to Glenwood Park. In addition, the Development Agreement includes fees to offset additional projected demand at community parks. Thus, the Project would not increase the use of the existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would be accelerated. Impacts to recreational facilities would be less than significant.

b) 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?

Less Than Significant Impact. Recreational facilities such as outdoor benches, turf lawn, fruit trees, and an outdoor barbeque grill are proposed as Project amenities. However, these facilities will be contained entirely on site. Onsite open space amenities will be accessible to the general public, although they will be maintained privately by the Project's HOA. The Project does not involve construction or expansion of offsite, public recreational facilities which might have an adverse

physical effect on the environment. Additionally, Park and Recreation Fees will be paid by the Applicant in compliance with the City's Municipal Code to offset any impacts associated with the proposed development. Therefore, impacts would be less than significant to existing recreational facilities.

4.17 TRANSPORTATION

17.	TRANSPORTATION. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☒	☐
(b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
(c)	Substantially increase hazards due to a geometric design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
(d)	Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Setting

A Traffic and Circulation Study (TCS) was prepared for the Project by Associated Transportation Engineers (ATE) on May 19, 2021. The TCS also includes a Vehicle Miles Traveled (VMT) memorandum prepared by ATE. In addition, a Revised Traffic and Circulation Study was prepared on February 11, 2022 by ATE. (Appendix I).

The TCS follows the City's current traffic study guidelines, "Guidelines for Preparing Traffic and Circulation Studies" prepared in 1993. However, in September 2013, the Governor's Office signed SB 743, starting a process that fundamentally changes the way transportation impact analysis is conducted under CEQA. Within the State's CEQA Guidelines, these changes include the elimination of auto delay, LOS, and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. SB 743 identifies VMT as the most appropriate CEQA transportation metric. The City is in the process of developing new traffic study guidelines to identify VMT as the primary metric for evaluating a project's transportation impacts. Until City-specific thresholds are developed, the City is relying on the guidance provided in the Technical Advisory published by the Governor's Office of Planning and Research (OPR) in December 2018 (the "OPR Guidance") for purposes of evaluating the potential VMT impacts of development projects, which evaluates based on a 15-percent reduction target. Thus, the TCS includes an analysis of Project VMT impacts and a VMT memorandum.

4.17.1 Impact Analysis

a) *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?*

Less Than Significant Impact. As the Project is a residential development, the appropriate VMT metric is calculated on a per capita basis, consistent with the technical advisory issued by the Office of Planning and Research (OPR). ATE used the Ventura County Transportation Model (VCTM) to generate the Project's VMT outputs. Per capita VMT was determined at the Project site as well as on a Citywide basis. The comparison of the Project per capita VMT and the Citywide per capita VMT allows for an assessment of the relative VMT impacts of the Project (Appendix I).

Based on the VCTM, the TCS utilized data for the various Traffic Analysis Zones (TAZs) that are contiguous to the Project site. The TAZ-level daily VMT per capita for the Project was determined to be 17.26 miles per capita. The 17.26 impact threshold was determined as it is 15% below the Citywide average of 20.31. The Citywide average daily VMT per capita was determined to be 20.31 miles (Appendix I). The Project's estimated VMT was determined to be 16.93 miles per capita.

Therefore, the Project would result in a 17-percent reduction in VMT and maintain existing LOS standards, which would result in a less than significant impact.

b) *Would the project Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Less Than Significant Impact. Section 15064.3(b) of the CEQA Guidelines describes criteria for analyzing transportation impacts. Depending on the type of project, different thresholds of significance are applicable. Section 15064.3(b)(1) applies to land use projects, including the Project:

> "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact."

As previously mentioned above, the daily VMT per capita for the Project was determined to be 16.93 miles per capita, with the Citywide average daily VMT per capita noted at 20.31. Impacts regarding Project VMT would therefore be less than significant.

c) *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

Less Than Significant Impact. The Project does not propose any hazardous design features such as sharp curves or dangerous intersections. The Project is compatible with surrounding uses. Impacts related to geometric design features would be less than significant.

d) *Would the project result in inadequate emergency access?*

Less Than Significant Impact. The Project's circulation system will be reviewed by the City's emergency response personnel, the City's Public Works Department, and Ventura County Fire Department to ensure that ingress and egress roadway widths are sufficient and that the proposed circulation system would not interfere with an emergency response access route. Therefore, impacts to emergency access would be less than significant.

4.18 TRIBAL CULTURAL RESOURCES

18.	**TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
(b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

4.18.1 Impact Analysis

a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Less than Significant Impact. The Proposed Project involves the construction of 47 single-family residential units on a previously developed site. The Project site is surrounded by other residential uses as well as a park. However, grading of the site would be required to allow for construction of the residential units and associated structures. A Native American Heritage Commission (NAHC) Sacred Lands File search resulted in negative findings within the search radius. The Fernandeño Tataviam Band of Mission Indians initiated consultation but after attempts to coordinate with the tribe, the City concluded the consultation on April 13, 2022. Emails were sent to tribal representative Jairo Avila on numerous occasions, but formal comments for the site were not provided by the tribe The Project would not cause a substantial adverse chance in the significance of a tribal cultural resource; and a less than significant impact would occur.

b) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria*

set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact As noted above, the Project site was previously developed with structures and is in the central portion of the City of Moorpark. As part of AB 52 consultation efforts, the City of Moorpark contacted tribes that had previously requested consultation and also requested a sacred lands file search from the NAHC. As noted above, the NAHC responded that no records of tribal cultural resources were within the Project site. The City did receive one request for communication from the Fernandeño Tataviam Band of Mission Indians. Although tribal consultation did not result in formal comments and the NAHC Lands File search resulted in negative findings within the search radius, the location of the Project in the vicinity of land previously occupied by native tribes may require that additional caution be considered to ensure that if unknown buried resources are discovered during grading activities, impacts to such resources would be limited. A Condition of Approval (COA) would be implemented for Project work as noted below.

COA TCR-1 In the event that Project site excavation and construction activities expose tribal cultural resources (i.e., sites, features, or artifacts) encountered during construction activities for the Project, the temporary halting of construction activities near the encounter and notification of the City and any Native American tribes traditionally and culturally affiliated with the geographic area of the Project would be required. If the City determines that the potential resource appears to be a tribal cultural resource (as defined by PRC Section 21074), the City will provide any affected tribe a reasonable period of time to conduct a site visit and make recommendations regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. The Applicant will then implement the tribe's recommendations if a qualified archaeologist reasonably concludes that the tribe's recommendations are reasonable and feasible. The recommendations would then be incorporated into a tribal cultural resource monitoring plan; and, once the plan is approved by the City, ground disturbance activities could resume. In accordance with this mitigation which shall become a condition of approval, all activities would be conducted in accordance with regulatory requirements.

4.19 UTILITIES AND SERVICE SYSTEMS

19.	UTILITIES/SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

19.	UTILITIES/SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
(d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes?	☐	☐	☒	☐

4.19.1 Impact Analysis

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or expansion of which could cause significant environmental effects?

Less Than Significant Impact. Ventura County Waterworks District No. 1 (VCWWD) provides domestic water services to the city and wastewater services via the Moorpark Water Reclamation Facility (MWRF). Electricity is provided to the city by SCE, and natural gas service is provided by SoCalGas. Telecommunications services in the city are provided by Time Warner Cable and Spectrum. Water for the Project would connect to a water line through Glenwood Park, and wastewater service for the Project would connect to existing sewer lines under Loretta Drive. For electricity and telecommunication services, the Project would connect to existing power poles along Beltramo Ranch Road. The Project's natural gas connection would be located along Los Angeles Avenue. No offsite impacts are proposed as part of the Project. Therefore, the Project would have less than significant impacts on existing local utilities.

b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal dry and multiple dry years?

Less Than Significant Impact. VCWWD receives its water from three sources. Approximately 71 percent of its supply is imported potable water from the Metropolitan Water District (MWD) of Southern California through Calleguas Municipal Water District (CMWD), a local wholesaler. The imported water is primarily State Water Project water from the Sacramento-San Joaquin River Delta in Northern California that has been treated at MWD's Joseph Jensen Filtration Plant. The second largest supply (approximately 20 percent) comes from local groundwater production. Groundwater is pumped from the East Las Posas Subbasin via the four active wells owned and operated by VCWWD. The East Las Posas Subbasin is managed and protected by Fox Canyon Groundwater Management

Agency (FCGMA). Finally, reclaimed water brings in approximately 9 percent of all supply through the Moorpark Water Reclamation Facility (MWRF), which is owned and operated by the District and has been in operation since 2003 (County 2020).

Every urban water supplier must include, as part of its UWMP, an assessment of the reliability of its water service to its customers during normal, dry, and multiple dry water years. VCWWD's UWMP predicts that water supplies during normal, single dry year, and five consecutive dry year scenarios between 2025 and 2045 would meet all projected demands. In fact, the UWMP predicts a surplus of water available during all years under the single dry year and five dry year scenarios (VCWWD 2021). To help meet future potable water demands, VCWWD is also planning two projects. The Stockton Reservoir Project will increase water storage capacity by constructing an additional reservoir along with infrastructure. The Moorpark Desalter Project aims to lower the dependence on imported water through a groundwater production and treatment system that is estimated to provide up to 5,000 AFY of potable water for customers in VCWWD's water service area. Furthermore, VCWWD is planning to increase (non-potable) recycled water use to 2,200 AFY by 2040 but will need to update the current permit (VCWWD 2021).

Using the City's average number of persons per household and target gallons per capita per day, calculations determined that the Project would require approximately 36 AFY for residential operations. The UWMP predicts that by the year 2025, VCWWD will have 11,102 AFY of available water supply under normal conditions; 13,367 AFY with a single dry year; and 13,535 AFY following five consecutive dry years (VCWWD 2021). The Project therefore requires 0.32 percent, 0.27 percent, and 0.26 percent of the projected water available under these three conditions, respectively. Further, the Project would be required to comply with the permanent water conservation measures contained in Part 1 – Section L of VCWWD's Rules and Regulations for District Nos. 1, 16, 17, 19, and 38. These measures include installing water-saving devices and limiting landscape irrigation (VCWWD 2021). The Project would also be required to comply with all provisions of the City's water efficient landscape ordinance (Moorpark Municipal Code 15.23.010). Additionally, the Project would include water-saving features including high-efficiency landscape irrigation systems with smart controllers, WaterSense kitchen and bath plumbing features, and high-efficiency tankless water heaters. Compliance with VCWWD rules and Moorpark Municipal Code would ensure irrigation required for the Project's landscaping would have minimal impact on water availability. The Project would have sufficient water supplies available during normal, dry, and multiple dry years; and impacts would be less than significant.

c) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact. The Ventura County Water and Sanitation Department (VCWSD) operates and maintains water and wastewater infrastructure for the city which is located in VCWWD No. 1. The Moorpark Water Reclamation Facility (MWRF), located along SR 118 just west of the city of Moorpark, serves the Project site. The MWRF currently receives an average of 2.0 million gallons per day (mgd), or 2,206 AFY, and is designed to treat up to 5 mgd (VCWWD 2021). Therefore, the MWRF has an available surplus capacity of approximately 3 mgd, or 3,360 AFY. The Project's residential operations on site would be substantially similar to previous operations, and wastewater infrastructure on site would not change.

The Project's residential operations would generate approximately 33.1 AFY of wastewater or a nominal 0.15 percent of the MWRF's available capacity; thus, the MWRF has sufficient capacity to support the Project; and impacts would be less than significant.

Based off information provided in Appendix J Sewer Area Study, an 8-inch sewer main exists within Loretta Lane at the southern side of the Proposed Project from VCWWD. The existing sewer system in Loretta Lane consists of 8-inch vitrified clay pipe with gravity flow at 1.25 percent slope and connects to 21-inch vitrified clay sewer pipe located in Maureen Lane. Peak flows within the 21-inch pipe showed a maximum of 0.6 mgd. A proposed 8-inch sewer sloped at 0.4 percent will be at depth 0.13 foot and would connect to the Loretta Lane line. The proposed peak flow with new line would remain under the 50-percent capacity of the pipes with a peak flow of 0.75 mgd. Impacts would be less than significant to the existing wastewater treatment system.

d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

Less Than Significant Impact. The Project proposes to construct a 47-unit residential community on currently undeveloped land; therefore, no demolition is required. However, 56 trees would be removed to accomplish the excavation and grading required for the Project. In accordance with Moorpark Municipal Code Section 8.36, the Project would prepare a construction and demolition materials management plan that details how the Project will divert or recycle at least 65 percent of construction materials. Construction waste generated by the Project would be taken to a facility approved by the City for the diversion of construction and demolition materials within the County.

Solid waste resulting from the Project would be taken to the Simi Valley Landfill & Recycling Center (SVLRC) by a licensed contractor. According to the California Department of Resources Recycling and Recovery, SVLRC has a permitted daily throughput of 9,244 tons per day and a remaining capacity of 82,954,873 cubic yards (CalRecycle 2021). This is sufficient capacity for solid waste generated by the Project. Thus, impacts would be less than significant to local standards or local capacity for solid waste.

e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less Than Significant Impact. The Project consists of demolition of existing facilities on site, addition of utilities within the area, and creation of 47 new dwelling units. In accordance with Moorpark Municipal Code Section 8.36, the Project would prepare a construction and demolition materials management plan that details how the Project will divert or recycle at least 65 percent of construction and demolition material. Construction and demolition waste generated by the Project would be taken to a facility approved by the City for the diversion of construction and demolition materials within the County. Compliance with this Section of the Municipal Code would align the Project with goals set forth in AB 939 and AB 341, which state the City must divert at least 50 percent of its annual waste and set a 75-percent recycling goal for California by 2020. Solid waste resulting from the Project would be taken to SVLRC. SVLRC has sufficient capacity for solid waste generated by the Project, therefore impacts would be less than significant.

4.20 WILDFIRE

20.	WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

4.20.1 Impact Analysis

a) Would the project impair an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project is not located within the Local Responsibility Area (LRA) Very High Fire Severity Zone (VHFSZ) (CALFIRE 2022). As mentioned in Section 4.9 above, the City has developed an Emergency Services Program that includes City staff receiving training in emergency preparedness, management, and mitigation; the City maintaining the EOC; the City organizing and training a Disaster Assistant Response Team composed of volunteers; and the City promoting emergency planning, training, public awareness, and education (City 2001). Additionally, the County's MHMP includes an overview of the risk assessment process and identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The plan also identifies goals, objectives, and actions for each jurisdiction in the County, including participating cities (such as Moorpark) and the County unincorporated areas (County 2015).

The Project would not interfere with the City's Emergency Services Program or the MHMP because it would not prohibit subsequent programs or plans from being established or prevent the goals and objectives of existing plans from being carried out. The Project is located approximately 0.2 mile north of the closest Critical Facility for emergency response, Moorpark High School (City 2001). The Project operations would not prevent access to this Critical Facility during an emergency.

No roads would be permanently closed as a result of the construction or operation of the Project, and no structures would be developed that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Proposed Project would be accessed via driveways along Los Angeles Avenue. The driveways would provide sufficient ingress/egress for the Project site. A secondary emergency access route will be provided via

a private gate to be installed at Beltramo Ranch Road and Loretta Drive. The Project would not prohibit subsequent programs or plans from being established or prevent the goals and objectives of existing plans from being carried out. Thus, impacts would be less than significant to an adopted emergency response plan or emergency evacuation plan.

b) *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Less Than Significant Impact. Although the Project site is not within the LRA VHFSZ, the Project is in an area with minimal elevation change and steep slopes. Santa Ana Wind Events tend to occur in the months of September to May; but winds in the area are typically relatively low (UCLA 2007). The Project borders vegetated open space on the southern portion of the Project site, with fencing to be installed on all edges of the site. However, building code fire safety requirements, as well General Plan policies, would require the provision of fire suppression and payment of fire protection facility fees, which would aid in preventing the spread of wildfires. Therefore, compliance with these fire policies would ensure impacts are less than significant.

c) *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Less than Significant Impact. Although the Project is not located within the LRA VHFSZ, the Project is located within an urbanized area and would involve the development of the majority of the Project site with structures. Fuel breaks are not expected to be required as part of the Project. Construction BMPs, such as ensuring equipment has spark arresters installed, would ensure temporary construction does not exacerbate fire risks in the area. Therefore, compliance with Construction BMPs would ensure impacts would be less than significant.

d) *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes?*

Less Than Significant Impact. The Project is not located within the LRA VHFSZ; however, it would introduce new residents into the area. As discussed in Section 4.10, Hydrology and Water Quality, development of the Project would introduce more impervious surfaces, which would increase the volume of stormwater runoff from the site. This increase in runoff volume could also increase the rate of surface runoff and flooding on or off site. However, landscaping of the project area would help reduce offsite flows and reduce runoff volumes and rates. Furthermore, the Project would comply with all NPDES requirements, Ventura County's Municipal Separate Storm Sewer System (MS4) Permit, and the City's runoff requirements and would therefore not significantly increase the rate of surface runoff and flooding on or off site. The Project site is flat and does not contain any slopes that pose a risk of landslide or slope instability. The Project site is separated from the gently sloped hills north of the site by existing urban development; therefore, post-fire slope instability resulting in landslides or flooding would not be likely to result in impacts to development on the Project site. The Project site does face a risk of flooding from upstream flooding or landslides; the Project contains a small portion of the southern panhandle that is located in Zone AE by FEMA and has a risk of flooding in a 1 in 500-year storm event. However, risk of downslope or downstream flooding at the Project site is low, therefore impacts would be less than significant.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

21.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
(b)	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?)	☐	☐	☒	☐
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

4.21.1 Impact Analysis

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant With Mitigation Incorporated. The Project site is located in an urbanized area of the city and has been previously disturbed by current residential and church facility uses. As described in Section 4.4, Biological Resources, implementation of mitigation measure MM-BIO-1 would address potential impacts to nesting birds. Impacts would be less than significant with the mitigation incorporated for biological resources.

b) 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?)

Less than Significant Impact. The potential for cumulative impacts occurs when independent impacts of the Project are combined with the impact of related projects in proximity to the Project such that impacts occur that are greater than the impacts of the Project alone. As discussed throughout Sections 4.1 through 4.20, it has been determined that the Project would have no impact or impacts would be less than significant with or without mitigation measures, with respect to environmental issues.

Where the Project would have no impacts or a less than significant impact, it would not contribute to cumulative impacts.

Since the Proposed Project includes the addition of a 47-unit residential development to the City, it has the potential to result in an increase in population. However, the Project would fulfill an existing need for housing in the City and would not induce unplanned population growth.

As noted in Section 4.8, the Proposed Project would generate 480.17 $MtCO_2e$ per year, which is within the 3,000 $MtCO_2e$ per year threshold. In addition, since the proposed structures will be required to meet the 2019 Title 24 Part 6 building standards and institute the water conservation measures that are detailed in the California Green Building Code, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the Proposed Project.

According to the Project's TCS, the "Future Cumulative with Project" conditions were forecast based on the addition of traffic generated by the Project plus the addition of ambient traffic and completion and occupancy of related projects in the City. Application of the City's operations criteria to the "Future Cumulative with Project" scenario indicates that Project-related traffic is not expected to exceed the traffic operations criteria at any of the two study intersections.

Cumulative impacts associated with the Proposed Project and identified related projects would be less than significant.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant Impact. Effects to human beings are generally associated with air quality, noise, traffic safety, geology/soils, and hazards/hazardous materials. As discussed in the previous environmental topic areas, the Project would not result in significant impacts to human beings because the Proposed Project would not cause significant impacts to air quality, noise, geology/soils, hazards, and traffic that would impact humans in the area. Adherence to regulatory codes, ordinances, regulations, BMPs, and standards listed throughout this document would ensure that construction and operation would not result in substantial adverse direct or indirect effects on humans. The impacts to human beings as a result of the Project would be less than significant.

SECTION 5.0 – REFERENCES

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