DRAFT INITIAL STUDY
MITIGATED NEGATIVE DECLARATION
FOR THE
EVERETT STREET TERRACES PROJECT
MOORPARK, CALIFORNIA

Prepared for:

CITY OF MOORPARK
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SECTION 1.0 – PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

1.1 PROJECT PURPOSE AND BACKGROUND INFORMATION

Newton and Associates (Applicant) proposes the construction of a 3-story, 60-unit residential condominium complex on an approximately 2.44-acre property located at the northern intersection of Everett Street and Walnut Canyon Road (Project, Proposed Project) in the City of Moorpark (City), Ventura County (County), California.

The City is the lead agency for the Proposed Project. This Initial Study has been prepared in accordance with 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 the northeast corner of Everett Street and Walnut Canyon Road (Assessor's Parcel Number (APN) 512-0-061-310, 512-0-061-320, 512-0-061-050, 512-0-061-060, 512-0-061-210), as shown in Figure 1, below. Walnut Canyon Road becomes Moorpark Avenue as it passes south of Everett Street, and the Project site is bounded by Wicks Road to the north and Walnut Canyon Road to the west. The Project site is approximately 0.6 mile north of Los Angeles Avenue, which becomes California State Route (SR) 118 going east, and approximately one-mile west of State Route 23/Moorpark Freeway. The Project site is approximately 45 miles east of the Pacific Ocean. Existing residences are located north, south, east, and west of the Project site, with one commercial building north of Charles Street (dental office) and a public facility (City Hall) west of Walnut Canyon Road.

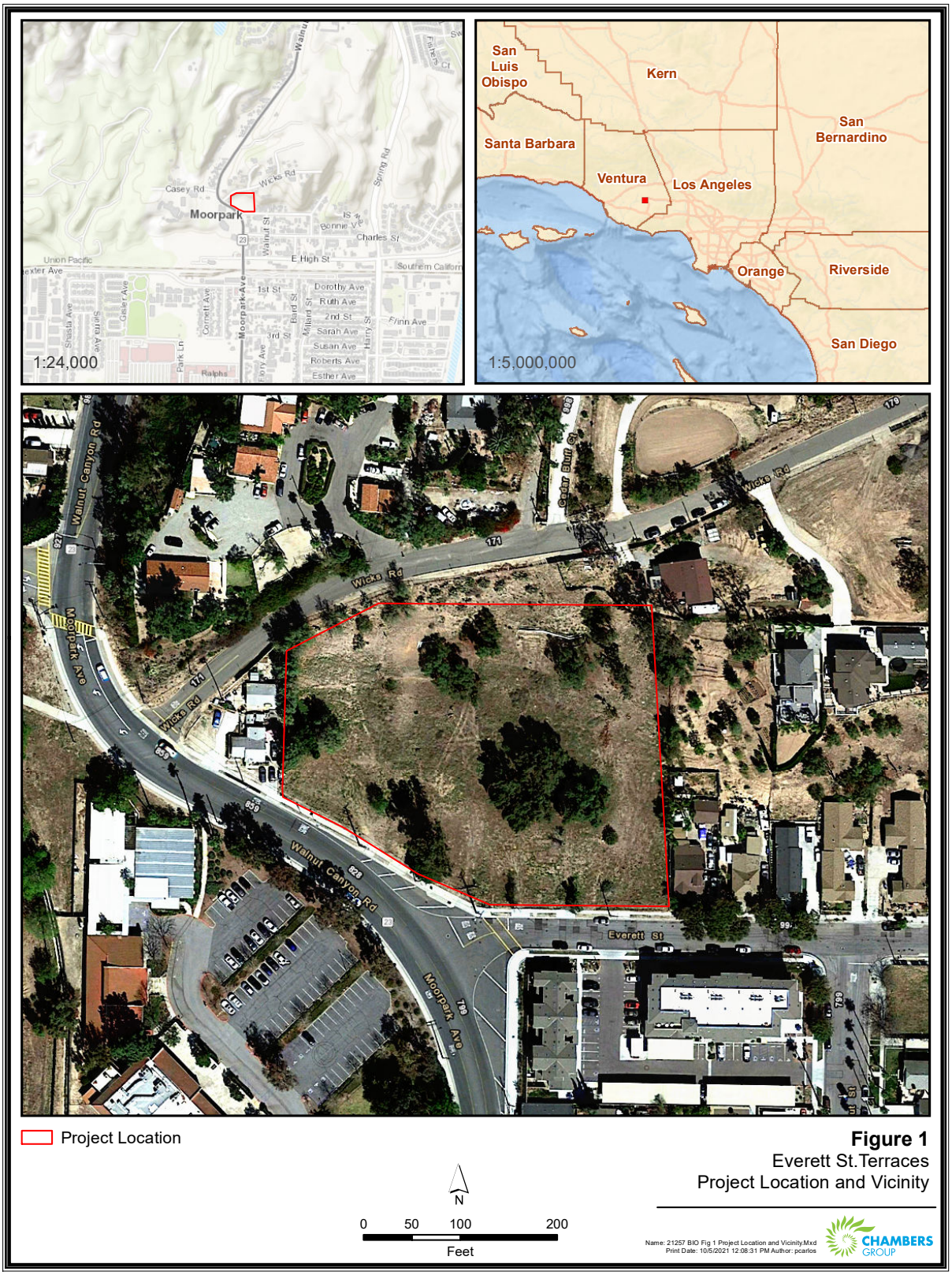
1.2.2 Site Characteristics

The Project site is a sloped piece of land that has an elevation difference of 48 feet from north to south. The Project site currently includes multiple retaining walls along the slopes of the hillside. Although a portion of the site was previous occupied by six single-family homes, these homes were previously removed, and none of the structures remain. In addition, the site contains several mature trees including Peruvian pepper trees, Texas privet trees, and tipu trees, among others.

1.2.3 Site Access and Circulation

Vehicular access to the Project site is currently provided via multiple points on Everett Street and Walnut Canyon Road. One driveway is currently provided on the east side of Walnut Canyon Road for emergency access and trash pickup. One driveway is provided on the north side of Everett Street. All existing driveways currently accommodate left-turn and right-turn ingress and egress turning movements. Walnut Canyon Road terminates at the intersection with Everett Street, and Moorpark Avenue continues south past the Everett Street intersection. The Project site is approximately 1,400 feet northwest from the Moorpark Amtrak Station along East High Street.

Figure 1: Project Vicinity Map



1.2.4 General Plan Designation/Zoning

The Project site's General Plan designation is High Density Residential (H), which allows the development of seven dwelling units per acre (DUAC). The Proposed Project will include a General Plan Amendment to change the current land use designation to Very High Density Residential and to update the Downtown Specific Plan to allow higher density of up to 30 DUAC. The surrounding General Plan designations are Rural High Density Residential (RH), Medium Low Density (ML), Medium Density Residential (M), and Very High Density Residential (VH) to the north of the Project; VH, M, Public/Institutional (PUB), Office (O), and M to the south; M designation to the east; and PUB, VH, and Specific Plan SP9 to the west. The Project site is zoned Residential Planned Development (RPD); and surrounding zoning designations are RPD, Rural Exclusive (RE), One-Family Residential (R-1), Commercial Office (CO) and Institutional (I).

Table 1: General Plan / Zoning/ Existing Land Use

Direction	General Plan	Zoning / Specific Plan	Existing Land Use
Project Site	High Density Residential (H)	Residential Planned Development (RPD)	Currently Vacant
North	Rural High Density Residential (RH), Medium Low Density (ML), Medium Density Residential (M), and Very High Density Residential (VH)	Rural Exclusive (RE), One-Family Residential (R-1), and RPD	Wicks Road and Single-Family Residences
South	VH, M, Public/Institutional (PUB), Office (O), and M	Institutional (I), Commercial Office (CO), R-1, and RPD	City Hall, Multi-Family Apartments
East	M	R-1	Single-Family Residences
West	Specific Plan (SP9)	RPD, RE, and I	City Hall, Single-Family Residence, and Vacant

1.3 PROJECT DESCRIPTION

The Proposed Project requests to develop a 60-unit condominium property on the 2.44-acre vacant property. The proposed units will consist of two- and three-bedroom units, two to three stories in height. The two-bedroom units will range from approximately 1,081 square feet to 1,167 square feet, and the three-bedroom units will range from approximately 1,497 square feet to 1,586 square feet. The onsite amenities will include an outdoor playground, a changing room, swimming pool and spa, outdoor barbeque grill, outdoor and covered parking, a lobby, an office, and private garages. The Proposed Project

will be serviced by Ventura County Water and Sanitation Department, Southern California Edison, Southern California Gas Company, and Time Warner Cable.

The Proposed Project will include General Plan Amendment No. 2005-02 to change the Land Use Designation to Very High and update the Downtown Specific Plan to allow higher RPD of up to 30 DUAC. The Proposed Project also includes Zone Change No. 2005-02, Residential Planned Development No. 2005-02, Tentative Tract Map No. 5739, and Development Agreement No. 2005-02.

1.3.1 Construction

Construction of the Project will occur in a single phase, and is expected to begin in spring 2023 and last until fall 2024. 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.

Construction activities occurring on site will include tree removal, grading, excavation, and recompaction throughout the site. Approximate earthwork quantities will be 13,711 cubic yards of cut and 12,536 cubic yards of fill, with a net of 1,174 cubic yards. Easements will be required from the City, Calleguas Municipal Water District, and Ventura County Waterworks District for the construction of the retaining wall and water lines. 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 site.

1.3.2 Operations

The proposed condominiums will be available for purchase beginning Fall of 2024. The swimming pool, spa, playground, and outdoor grill areas are proposed for access by owners and their guests daily. Maintenance within the residential property will be coordinated by the Home Owner's Association (HOA) and will include ongoing landscaping, as well as improvements to public spaces.

1.3.3 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 No. 2005-02
- Zoning Change No. 2005-02
- Residential Planned Development Permit No. 2005-02
- Tentative Tract Map No. 5739
- Development Agreement No. 2005-02
- Calleguas Municipal Water District easement
- Ventura County Waterworks District easement
- City of Moorpark easement
- City grading and building permits

Figure 2A: Project Site Plan – Level 1

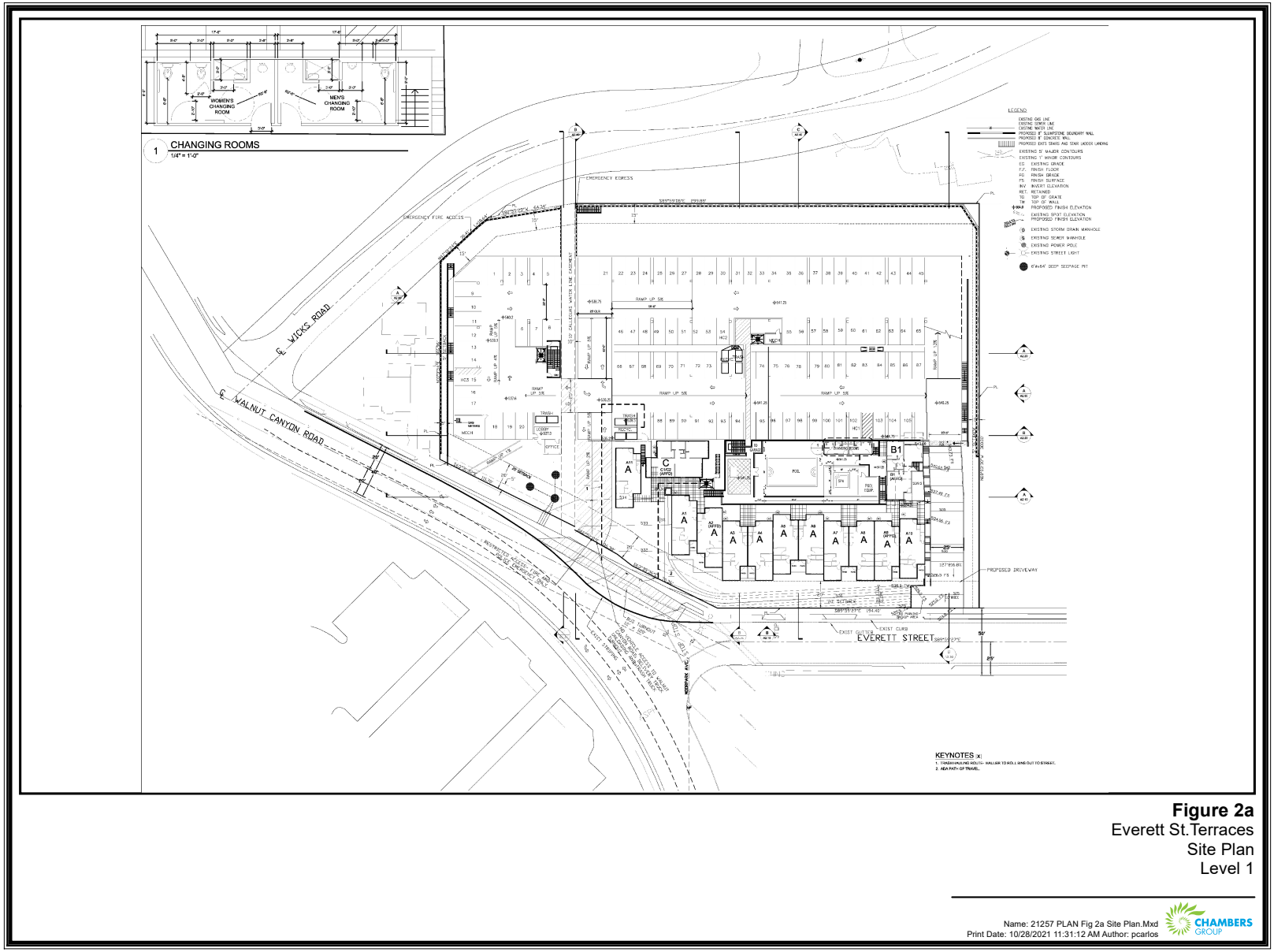


Figure 2a
Everett St.Terraces
Site Plan
Level 1

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Figure 2B: Project Site Plan – Level 2

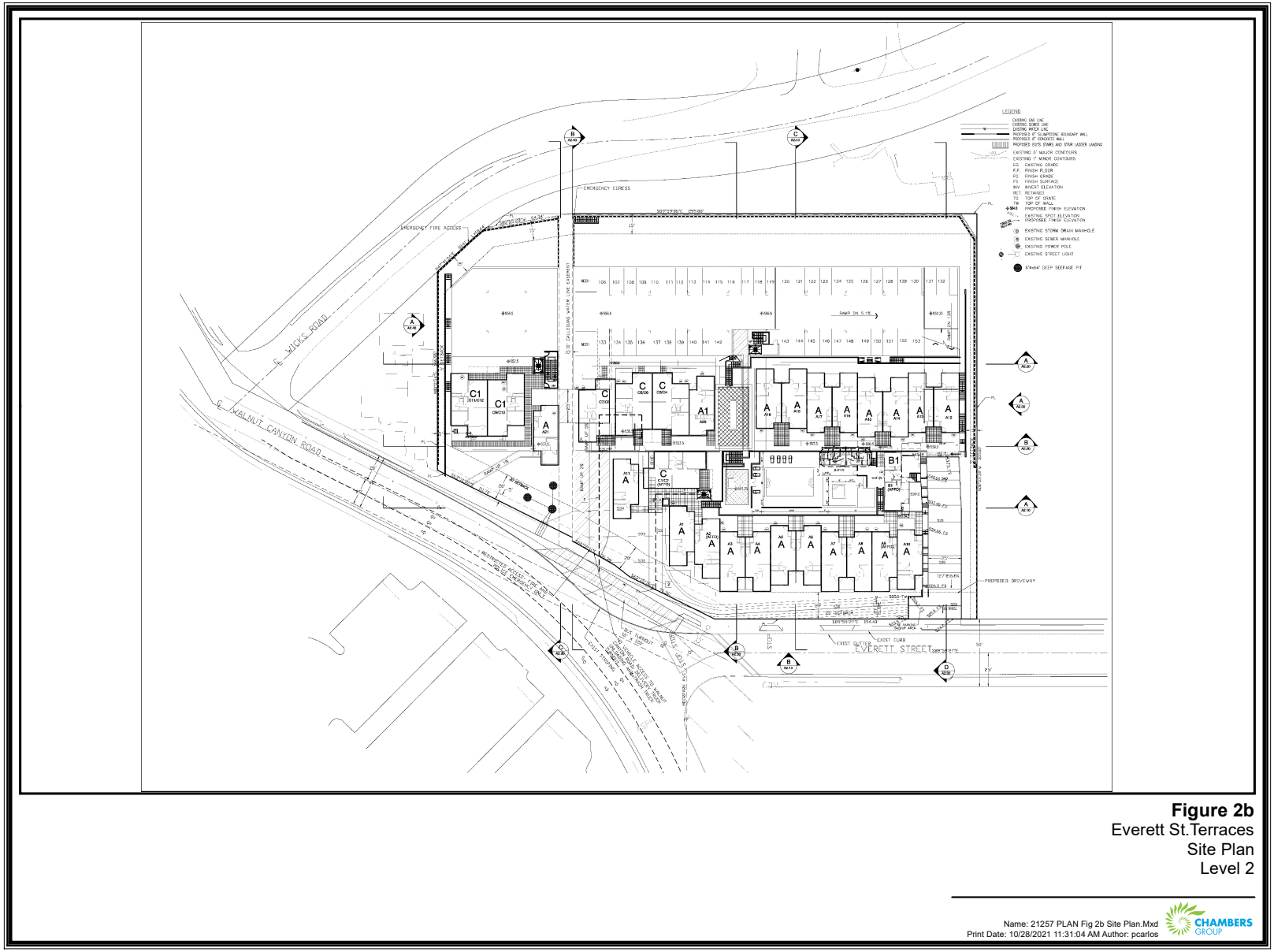

Figure 2b
Everett St.Terraces
Site Plan
Level 2

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Figure 2C: Project Site Plan – Level 3

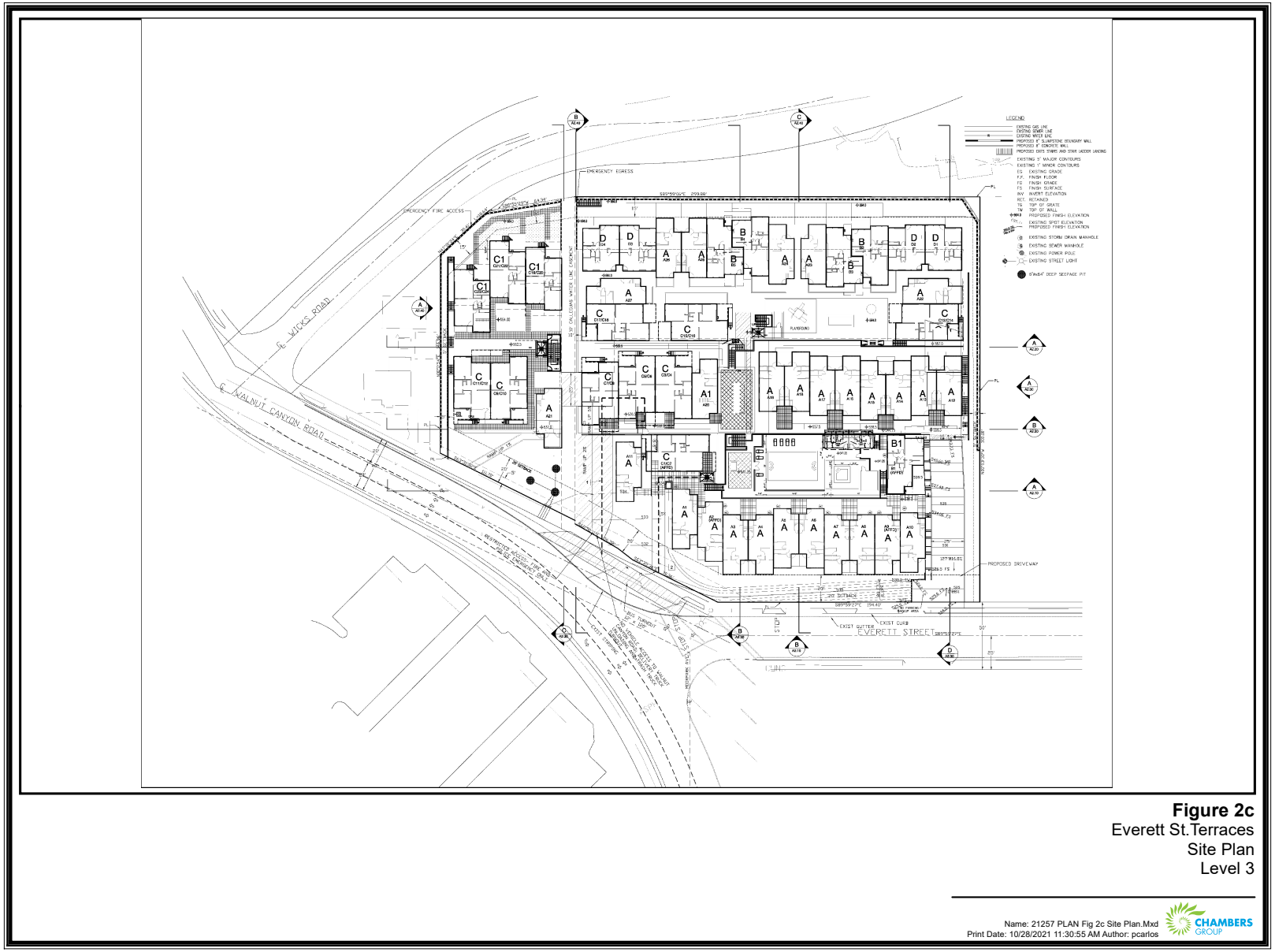

Figure 2c
Everett St.Terraces
Site Plan
Level 3

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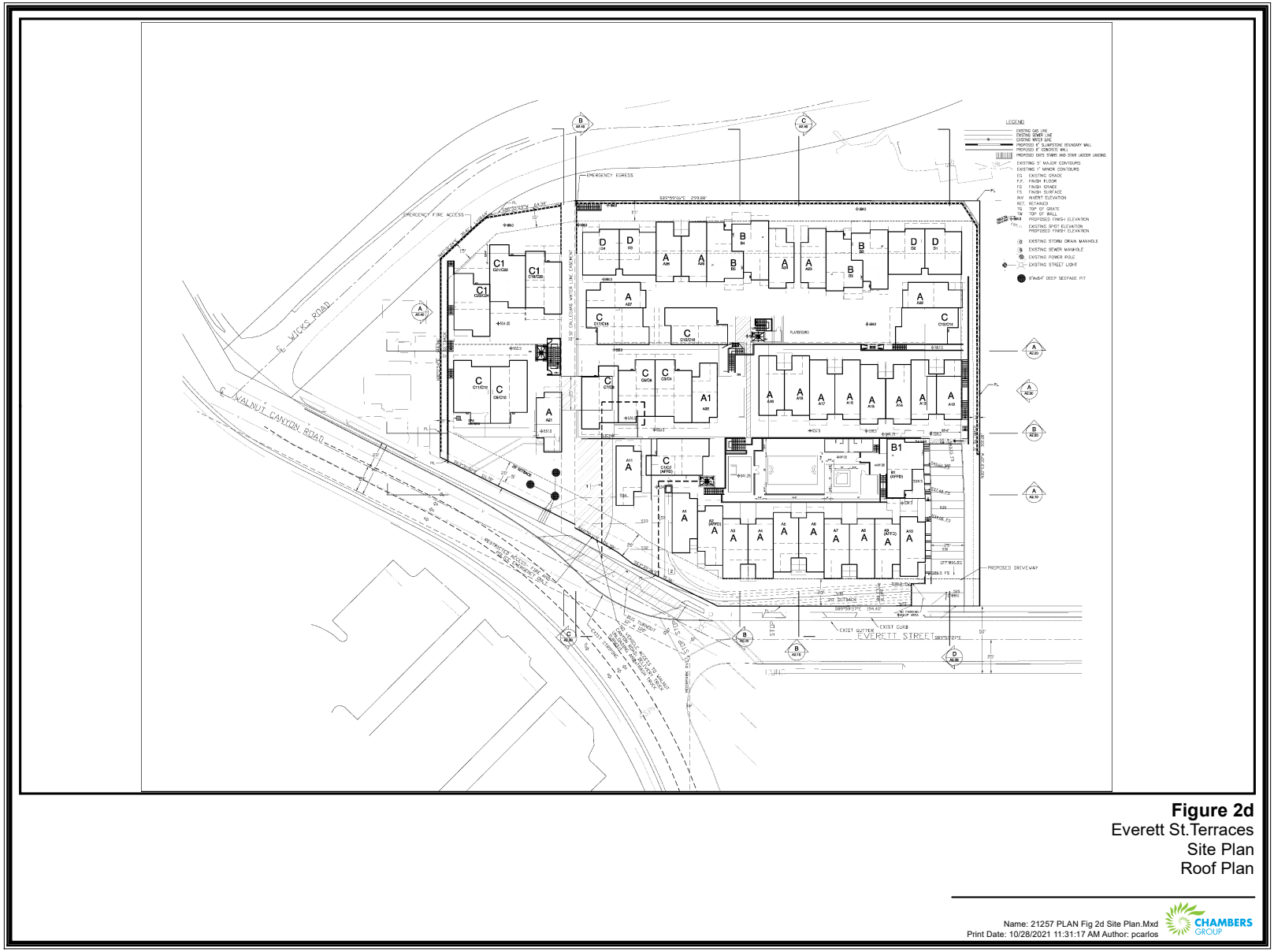
Figure 2D: Project Site Plan – Roof Plan



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 18, 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 Environmental Impact Report (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?

Less Than Significant Impact. The Project site is located along a City-designated scenic corridor, Walnut Canyon Road (City 1986). Although located along a scenic corridor, no designated scenic vistas are located on or near the Project site. Currently, an apartment complex is located south of the Project site at the corner of Everett Street and Walnut Canyon Road. Thus, the Project is consistent with views along the scenic corridor. Aerial imagery of the City shows open space north of the Project site with undesignated trails to the east and west of Wicks Road and Valley Road. Nonetheless, these trails are not authorized or maintained by the City; and none of the nearby parks or trails have designated scenic viewpoints overlooking the Project site. Therefore, the Project construction and operation would not have an adverse effect on a scenic vista, and impacts would be less than significant.

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 site is not adjacent to a state scenic highway and would not damage any rock outcroppings or historic buildings. Although a total of 53 trees would be removed from the site as a result of the Project, none of the trees that would be removed are located within or within view of a state scenic highway (Caltrans 2021). The closest eligible state scenic highway to the Project site is a portion of SR 118, approximately 1 mile to the east; and the Project site is not within its viewshed. Therefore, 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 residential development located to the north, east, and south and the City Hall and other public buildings located to the west. Currently, a condominium complex is located south of the Project site across Everett Street. The Project, being a residential condominium complex, would therefore be consistent with the existing views of the vicinity. Additionally, the Project has been designed using the standards dictated by the City's zoning and land use regulations for residential planned development, as well as the City's Landscape Design Standards and Guidelines. Therefore, impacts to the City's visual character and public views of the area 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 proposes to construct a pool and spa in the middle of the site, which would include outdoor safety lighting. 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 new 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. According to the California Department of Conservation's Important Farmland Finder, the Project site is categorized as Urban and Built-Up Land and does not encompass Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2021a). Therefore, no impacts to agricultural land 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 RPD and designated by the General Plan as H; thus, the City's intended use of the site is for residential purposes (City 2020b, 2021). Moreover, a map of agricultural preserves produced for the County's 2040 General Plan shows no lands under Williamson Act contracts are within the Project site (County 2020). Therefore, no impacts to agricultural land 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 RPD and designated by the General Plan as H; thus, the City's intended use of the site is for residential purposes (City 2020b, 2021). No land within the Project site is designated as agricultural land, forest land, or timberland; thus, no impacts 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 RPD and designated by the General Plan as H; thus, the City's intended use of the site is for residential purposes (City 2020b, 2021). No land within the Project site is designated as forest land or timberland; thus, no impacts 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 Project site is zoned RPD and designated by the General Plan as H; thus, the City's intended use of the site is for residential purposes (City 2020b, 2021). 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 2021a; County 2020). Furthermore, no designated forest land is within the Project site. The Project would not result in conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use; therefore, no impacts 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?	☐	☐	☒	☐

4.3.1 Environmental Setting

The Proposed Project site is located in the southeastern portion of the County of Ventura, which is part of the South Central Coast Air Basin (Air Basin) that includes San Luis Obispo County, Santa Barbara County, and Ventura County. Air quality regulation is administered by the Ventura County Air Pollution Control District (VCAPCD). The VCAPCD implements the programs and regulations required by the federal and State Clean Air Acts.

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 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, with 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 predominately 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 2 below, the 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 2: 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

Monitored Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. The air quality of Ventura County is monitored by a network of air monitoring stations operated by CARB and VCAPCD. Since not all air monitoring stations measure all of the tracked pollutants, the data from the following two monitoring stations, listed in the order of proximity to the Project site, have been used: Thousand Oaks – Moorpark Street Monitoring Station (Thousand Oaks Station) and Simi Valley-Cochran Street Monitoring Station (Simi Valley Station).

The Thousand Oaks Station is located approximately 5.2 miles south of the Project site at 2323 Moorpark Road, Thousand Oaks; and the Simi Valley Station is located approximately 11.2 miles east of the Project site at 5400 Cochran Street, Simi Valley. The monitoring data presented in Table 3 shows the most recent three years of monitoring data from CARB. Ozone and $PM_{2.5}$ were measured at the Thousand Oaks Station, and PM_{10} and NO_2 were measured at the Simi Valley Station.

Table 3: Ambient Air Quality Monitoring Summary

Air Pollutant	2018	2019	2020
Ozone[1]			
Max 1 Hour (ppm)	0.080	0.103	0.097
Days > CAAQS (0.09 ppm)	0	0	1
Max 8 Hour (ppm)	0.073	0.074	0.084
Days > NAAQS (0.070 ppm)	1	1	7
Days > CAAQS (0.070 ppm)	1	2	7
Nitrogen Dioxide (NO_2) [2]			
Max 1 Hour (ppb)	75.6	89.5	85.3
Days > NAAQS (100 ppb)	67	68	67
Days > CAAQS (180 ppb)	90	90	90
Particulate Matter (PM_{10})[2]			
Max Daily California Measurement	336.0	141.9	145.2
Days > NAAQS (150 µg/m^3)	2	0	0
Days > CAAQS (50 µg/m^3)	14	4	2
National Average (20 µg/m^3)	34.8	28.5	31.6
Particulate Matter ($PM_{2.5}$) [1]			
Max Daily National Measurement	41.5	24.5	36.3
Days > NAAQS (35 µg/m^3)	1	0	1
National Average (12 µg/m^3)	9.2	7.2	7.4
State Average (12 µg/m^3)	9.2	7.2	7.5

Table 3: Ambient Air Quality Monitoring Summary

Air Pollutant	2018	2019	2020
Abbreviations:			
> = exceed ppm = parts per million ppb = parts per billion µg/m^3 = micrograms per cubic meter			
CAAQS = California Ambient Air Quality Standard NAAQS = National Ambient Air Quality			
ND = Insufficient or No Data **Bold** = exceedance			
[1] Measurements taken from Thousand Oaks Station			
[2] Measurements taken from Simi Valley Station			
Source: http://www.arb.ca.gov/adam/			

California Emissions Estimator Model™ Employed To Estimate AQ Emissions

In May 2021, the California Air Pollution Control Officers Association (CAPCOA), the South Coast Air Quality Management District (SCAQMD), and other California air districts released the latest version of the California Emissions Estimator Model™ (CalEEMod) v2020.4.0. The purpose of this model is to more accurately calculate construction-source and operational-source criteria pollutants (nitrogen oxides [NOx], VOCs, PM_{10}, $PM_{2.5}$, SOx, and CO) and greenhouse gas (GHG) emissions from direct and indirect sources and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for this Proposed Project to determine construction and operational impacts related to the Proposed Project. Outputs from the model runs are provided in Appendix A.

4.3.2 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 provided in *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 year 2050 the City will have a population of 50,200 persons. According to the above Report, (Moorpark 2020), the average household size in the City is 3.2 persons, which would result in a total population of 192 persons from the proposed 60 townhomes. Development of the Proposed Project would represent 0.4 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 High Density Residential (H), which allows the

development of seven dwelling units per acre (DUAC). The Proposed Project will include a General Plan Amendment to change the Land Use Designation to Very High and update the Downtown Specific Plan to allow higher RPD of up to 30 DUAC. Although the Proposed Project is currently inconsistent with the General Plan land use designation for the Project site, the Proposed Project would be located in close proximity to the existing civic center transit stop (250 feet to the southwest). Government, commercial, and school 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.

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 2, 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 details 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 in spring 2023 and be completed by fall 2024. The construction activities would include site preparation and grading of the project site, building construction, paving, and application of architectural coatings.

Table 4 shows the maximum summer or winter daily emissions that would be created from construction of the Proposed Project based on the default construction equipment assumptions provided by the CalEEMod model.

Table 4: Construction-Related Maximum Daily Criteria Pollutant Emissions

Construction Season	Pollutant Emissions (Pounds/Day)			
	VOC	NOx	PM_{10}	$PM_{2.5}$
Summer	15.90	14.93	7.84	4.02
Winter	15.91	14.95	7.84	4.02

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. 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 estimated worst-case summer or winter daily emissions from operation of the Proposed Project.

Table 5: Operations-Related Maximum Daily Criteria Pollutant Emissions

Activity	Pollutant Emissions in pounds/day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources[1]	1.91	0.06	4.96	<0.00	0.03	0.03
Energy Usage[2]	0.02	0.17	0.07	<0.00	0.01	0.01
Mobile Sources (Summer)[3]	0.91	0.87	7.14	0.01	1.55	0.42
Mobile Sources (Winter)[3]	0.87	0.96	7.67	0.01	1.55	0.42
Total Worst-Case Project Emissions[4]	**2.83**	**1.19**	**12.70**	**0.02**	**1.59**	**0.46**
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 CO hotspots, fugitive dust, toxic air contaminants (TACs), and San Joaquin Fever. The nearest sensitive receptors are single-family homes adjacent to the west and east sides of the Project site.

CO "Hot Spot" Analysis

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential impacts to sensitive receptors. According to the VCAPCD Guidelines, a CO screening analysis should be conducted for intersections that would be significantly affected by a project and that experience, or are anticipated to experience, level of service (LOS) E or F. "Hot spots" are defined as locations where local ambient CO concentrations exceed the State or federal ambient air quality standards.

The Traffic Impact Study (Linscott Law & Greenspan, 2021; Appendix J) analyzed eight intersections in the vicinity of the Project site and found that all eight intersections will operate at LOS C or better with implementation of the proposed mitigation provided in the Traffic Impact Study. As such, the

Proposed Project would not result in in any intersections operating at LOS E or F. Therefore, a less than significant impact is anticipated to sensitive receptors from potential CO hotspots.

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 above in Table 5. 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

Construction of the Proposed Project would generate TAC emissions from the onsite operation of diesel-powered equipment in the form of diesel particulate matter (DPM). Given the relatively limited number of heavy-duty construction equipment, the varying distances to the nearby sensitive receptors that construction equipment would operate, and the short-term construction schedule, the Proposed Project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, CCR Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes and requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet; currently, no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment; and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, less-than-significant short-term toxic air contaminant impacts would occur during construction of the Proposed Project.

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.

The Proposed Project would consist of a residential development. Potential sources that may emit odors during the ongoing operations of the Proposed Project would primarily occur from odor emissions from the trash storage areas. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the Project site and through compliance with City regulations, no significant impact related to odors would occur during the ongoing operations of the Proposed Project. Therefore, a less than significant odor impact would occur; and no mitigation would be required.

Therefore, construction and operation of the Proposed Project would not create objectionable odors affecting a substantial number of people; and impacts would be less than significant.

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?	☐	☐	☒	☐
(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?	☐	☐	☐	☒

4.4.1 Existing Conditions

A biological literature review was conducted for the Proposed Project by Chambers Group, Inc. (Chambers Group, 2021; Appendix B) to determine potential impacts of the Proposed Project. A formal biological reconnaissance-level survey was not conducted; however, a biologist has visited the site to verify present conditions. The Project site was formerly developed with 2 single family homes and six apartment bungalow rentals. These homes and apartment bungalow rentals were removed prior to 2009, and no structures remain. Chambers Group staff conducted a literature review for soils, jurisdictional water features that contribute to hydrology, and special status species known to occur within the vicinity of the Project. Chambers Group senior biologist, Heather Clayton, visited the site on August 26, 2020, to verify the site conditions and assess potential for special status species. This biological literature review included a review of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) and the California Native Plant Society's (CNPS) Electronic Inventory for records of reported occurrences of federally and/or state listed endangered or threatened species, California Species of Concern (SSC), or otherwise special status species or habitats that may occur within or in the immediate vicinity (within 5 miles) of the Project site. The findings of the desktop analysis are outlined below. In addition, a Preliminary Tree Report was originally prepared by L. Newman Design Group, Inc. in 2005, with

a Tree Report Addendum prepared in 2009. More recently, the inventory of trees to be removed from the Project site was provided, and the associated value of the trees was reassessed. All tree reports are included in Appendix C, and the results are outlined below.

4.4.2 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. Of the nine plant species that resulted from the database search, all are considered Absent from the Project site due to lack of suitable soil conditions, lack of habitat requirements, or environmental conditions associated with the species. Database searches resulted in a list of 15 federally and/or state listed endangered or threatened, SSC, or otherwise special status wildlife species documented to occur within the Project site. After a literature review and the assessment of the various habitat types within the Project site (Figure 3), it was determined that 11 of the special status wildlife species are considered absent, and four species have a low potential for occurrence at the Project site. The following four wildlife species are considered to have a low potential for occurrence due to historical records of the species within 5 miles of the Project site and the presence of poor quality habitat within the Project site.

- California legless lizard (*Anniella* spp.)
- California glossy snake (*Arizona elegans occidentalis*)
- coastal whiptail (*Aspidoscelis tigris stejnegeri*)
- white-tailed kite (*Elanus leucurus*)

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 should 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. No critical habitat exists on or near the Project site. Within five miles of the Project site, 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, Figure 3). None of these 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 USFWS'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. 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 site?*

No Impact. The Proposed Project site is surrounded by residential uses, a commercial building, a public facility, and City Hall. 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 2020c). In October 2005, a Preliminary Tree Report was produced by a Registered Consulting Arborist at L. Newman Design Group, Inc., 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 Tree Report Addendum was provided in April 2009 to provide additional details and to evaluate the value of the additional tree to be removed. More recently, a 2020 inventory of trees to be removed from the Project site was provided, and in a 2022 document of Tree Removal Values, the associated value of the trees was reassessed (Appendix C).

A total of 53 trees will be removed including a Mexican fan palm, Peruvian pepper trees, Texas privets, tupu trees, beefwoods, citrus trees, desert gum trees, Afghan pines, Italian cypress, Aleppo pine, Brazilian pepper tree, and Chinese elm. The total appraised value of all trees recorded in the updated tree inventory and proposed to be removed during construction is $128,350 (Appendix C). The Applicant will obtain the necessary tree removal permits prior to Project construction. As part of the City's condition of approval, the City will require that the value of the trees to be removed will be used to upsize and increase the proposed landscaping at the Project site.

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 onsite, 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 impact 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?	☐	☐	☒	☐

4.5.1 Existing Conditions

Chambers Group prepared a Letter Report for the cultural resources records search and literature review in support of the Proposed Project (Appendix D). Chambers Group requested a records search from the California Historical Resources Information System (CHRIS) South-Central Coastal Information Center (SCCIC) at California State University, Fullerton on October 1, 2021. The SCCIC returned the records search results on November 17, 2021, providing information on all documented cultural resources and previous archaeological investigations within 1 mile of the Project site. A one-mile study area was requested to provide additional context to the Project site and surrounding area and more information on which to base this review. Resources consulted during the records search conducted by the SCCIC included the NRHP, California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), Caltrans Historic Highway Bridge Inventory, the California State Historic Resources Inventory, local registries of historic properties, and a review of available Sanborn Fire Insurance maps as well as historic photographs,

maps, and aerial imagery. The task also included a search for potential prehistoric and/or historic burials (human remains) evident in previous site records and/or historical maps. In addition, Chambers Group submitted a request to the Native American Heritage Commission (NAHC) for a review of the Sacred Land Files (SLF) for the Project site and surrounding vicinity. Results of the records search and additional research are detailed below and included in Appendix D.

4.5.2 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. However, three listed properties do occur outside the Project site within the one-mile study area. Two properties are listed on the Built Environment Resources Directory (BERD) inventory, 333 2nd Street and the Tanner Corner. The third property, the Moorpark Community Church, is listed in the Ventura County Historical Landmarks inventory as Landmark No. 55. The Proposed Project will not impact any of these three designated historic properties.

Additionally, based on the review of available historic maps and imagery, Chambers Group archaeologists observed that the Project site was previously developed with small cottage residential buildings after 1944 but before 1947. Photographic evidence of these buildings is scarce, but historic United States Geological Survey (USGS) topographic maps appear to indicate that the area was not developed in 1921. The updated USGS Piru topographic quadrangle and subsequent aerial imagery show that the area was still undeveloped through 1944. However, both aerial imagery and topographic maps indicate that the area had been developed by 1947. The number and layout of these buildings within the current Project site remained consistent through the 1980s. These structures were demolished and cleared from the Project site by 1994 (Appendix D). Due to the fact that no known resources are present on the Project site and no known historic resources would be impacted, impacts are considered less than significant.

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

Less Than Significant Impact with Mitigation. As noted above, 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. Due to the nature of construction in the early 20th century, the previous structures were likely constructed without major excavation or more intensive ground-disturbing activity associated with later cut-and-fill construction methods. Therefore, the nature of the previous disturbance may allow for intact native soils and geologic formations to be impacted by the current Proposed Project construction and increases the risk of encountering intact buried cultural resources. Due to the potential for encountering archaeological resources, mitigation measures MM CUL-1 and MM CUL-2 are provided to reduce potential impacts to a less than significant level.

MM CUL-1 Prior to issuance of grading permits, the applicant shall be required to obtain the services of a qualified project archaeologist to remain on-call for the duration of the proposed ground disturbing construction activity. The archeologist selected

must be approved in writing by the Community Development Director. Prior to construction commencing, all construction personnel associated with earth moving equipment, drilling, grading, or excavating, shall be provided with basic training. The training shall be completed by the applicant retained project archaeologist and shall include written notification of the restrictions regarding disturbance and/or removal of any portion of archaeological deposits and the procedures to follow should a potential resource be identified during construction activity. The construction contractor, or its designee, shall be responsible for implementation of this measure. A tribal monitor shall be provided an opportunity to attend the pre-construction briefing, if requested. The project archaeologist shall be on-call and available to contact in the event of any unanticipated discovery of archaeological or historical resources during the proposed construction activity. If any archeological or historical resources are uncovered during grading or excavation operations, all grading or excavation shall immediately cease in the immediate area, a 50-foot buffer area around the discovery shall be cordoned off, and the discovery must be left untouched. The applicant, in consultation with the project archeologist, shall assure the preservation of the resource 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. Additionally, all consulting (local?) Native American Tribal groups that requested notification of any unanticipated discovery of archaeological resources on the Project will be notified appropriately. The applicant retained project archeologist shall provide an assessment regarding the sensitivity of the discovery and, if avoidance is not feasible, recommend the appropriate treatment and/or recovery procedures for discovery. The applicant shall pay for all costs associated with the investigation and, if required, the treatment and/or recovery of the discovery.

MM CUL-2 At the completion of all ground-disturbing activities, the project archaeologist shall prepare an Archaeological Resources Monitoring Report summarizing all monitoring efforts and observations, as performed, and any and all prehistoric or historic archaeological finds as well as providing follow-up reports of any finds to the South-Central Coastal Information Center (SCCIC), as required.

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

Less Than Significant Impact. The Proposed Project involves the construction of a 60-unit residential condominium complex on a previously developed site. There are no records of human internment on the Project site or adjacent properties. In the unlikely event that human remains are uncovered during construction, as specified by State Health and Safety Code Section 7050.5, no further disturbance would occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to Public Resources Code (PRC) 5097.98. If such a discovery occurs, excavation or construction would halt in the area of the discovery, the area would be protected, and consultation and treatment would occur as prescribed by law. If the County Coroner recognizes the remains to be Native American, he or she would contact the Native American Heritage Commission, who would appoint the Most Likely Descendant. Additionally, if the bones are determined to be Native

American, a plan would be developed regarding the treatment of human remains and associated burial objects; and the plan would be implemented in coordination with the Most Likely Descendant.

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?	☐	☐	☒	☐

4.6.1 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
- 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

4.6.2 Impact Analysis

a) Would the project 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 impact 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.

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 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 was 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.

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 E, which found that the off-road equipment utilized during construction of the Project would consume 34,833 gallons of fuel. The on-road construction trips fuel usage was calculated through use of the construction vehicle trip assumptions and fuel use assumptions provided in Appendix E, which found that the on-road trips generated from construction of the Project would consume 7,972 gallons of fuel. As such, the combined fuel used from off-road construction equipment and on-road construction trips for the Project would result in the consumption of 42,805 gallons of petroleum fuel. This equates to 0.01 percent of the gasoline and diesel consumed annually in Ventura County. As such, the construction-related petroleum use would be nominal, when compared to current county-wide petroleum usage rates. Therefore, 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. Impacts regarding transportation energy would be less than significant. 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.

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. All of these sources of energy usage can be categorized into the three general forms of electricity, natural gas, and petroleum fuel use, which have been analyzed separately below.

Operations-Related Electricity

Operation of the Project would result in consumption of electricity at the Project site. According to the CalEEMod model printouts (see Appendix E), the Proposed Project would consume 389,604 kilowatt-hours per year of electricity. This equates to 0.0005 percent of the electricity consumed annually by SCE. As such, the operations-related electricity use would be nominal when compared to current electricity usage rates by SCE.

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. According to the Project applicant, the Proposed Project will include 12 solar panels that are each rated at 300 watts and would result in 3.6 Kilowatts system. Although, the CalEEMod model found that with implementation of the 2019 Title 24 Part 6 standards, that 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. 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 E), the Proposed Project would consume 669 million British Thermal Units (MBTU) per year of natural gas. This equates to 0.004 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. 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. As calculated in Appendix E, the Project would consume 26,440 gallons of transportation fuel per year. This equates to 0.007 percent of the gasoline and diesel consumed in the County annually. As such, the operations-related petroleum use would be nominal when compared to current petroleum usage rates in the County.

Additionally, the Project would comply with all federal, State, and County requirements related to the consumption of transportation energy, including CCR Title 24, Part 11, the CALGreen Code, which requires all new parking lots to provide preferred parking for clean air vehicles. 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 California Green Building Standards Code (CalGreen), 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 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?	☐	☐	☒	☐
(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?	☐	☒	☐	☐

In December 2005, Geolabs – Westlake Village (Geolabs) prepared a Preliminary Geotechnical Investigation (PGI) for the Project site for the Project's entitlement process. An Updated Geotechnical Investigation (UGI) was prepared by Geolabs in July 2015 following the 2013 update to the California

Building Code. In November 2020, Haley & Aldrich completed a third-party review of the PGI and the UGI which offered several corrections and recommendations. As a result, Geolabs prepared a revised response to the third-party peer review in January 2021 to address Haley & Aldrich's comments. Based on Geolabs' recent reconnaissance, their determination was that the Project site remains in essentially the same condition as reported in 2015. Results of the PGI, UGI, peer review, and revised response are incorporated below. For further details regarding methods and results, please refer to Appendix F. In addition, a Paleontological Records Search was conducted by the Natural History Museum of Los Angeles County on October 1, 2021; and the results were summarized in a Paleontological Letter Report prepared by Chambers Group. (Appendix G).

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 1.75 miles north of the Simi-Santa Rosa Fault Zone (DOC 2021b). 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 PGI, local faults are also encountered north and northeast of the Project site. the closest of these known faults is approximately 750 feet north of the Project site and poses no ground rupture hazard (Appendix F). 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 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 F). Construction activities occurring on site will include tree removal, 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 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 With Mitigation. 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 PGI, Geolabs 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 3.5 inches in the southern portion of the Project site (Appendix F). To address the possible impacts of liquefaction, mitigation measure MM-GEO-1 will be implemented as recommended in the PGI. The mitigation measure requires a licensed geologist to prepare Project-specific foundation recommendations once the specific building type and foundation loads and locations are known. With implementation of MM-GEO-1, impacts would be less than significant.

MM-GEO-1: Once specific building types and foundation loads and locations are known for the Project site, the Applicant shall contract a State-registered geologist and a State-registered professional engineer to sample soil in order to prepare Project-specific recommendations regarding building foundations.

Once the severity of these soil characteristics are determined, then appropriate measures contained within the geotechnical report will be incorporated into the design of the project. Feasible techniques to mitigate any defined liquefaction, settlement, and expansive soils could include, but would not be limited to, (1) in-situ densification; (2) vibro replacement; (3) compaction grouting or chemical stabilization; or (4) deep foundations and self-supporting structural slabs, (5) over-excavation and replacement with properly compacted fill, (6) use of caissons, and/or (7) design of foundation systems with appropriate thickness and reinforcing.

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. According to the Department of Conservation's Earthquake Hazard Zones Application, a portion of the Project site is located within a landslide hazard zone (DOC 2021b). The southern three-fourths of the Project site consists of gently southerly sloping land with a gradient of approximately 15:1 (horizontal: vertical). However, the northern one-fourth of the Project site consists of moderate to steep southeast to southwest-facing slopes with gradients ranging from 3:1 to as steep as 1:1 (Appendix F). Geolabs analyzed the stability of planned and existing slopes within the Project site for the PGI. For a CBC-level earthquake, Geolabs predicts displacement of 1 to 2 inches of soil along slopes in the Project site. Typically, estimated displacement of less than 5 centimeters, or approximately 1.97 inches, is considered acceptable for residential structures. The estimated displacement was determined to have less than significant impacts on the Project.

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 tree removal, grading, excavation, and recompaction throughout the site. Considering the Project would involve soil disturbance, and the development would introduce impervious surface to the Project site in excess of 1 acre, a Stormwater Pollution Prevention Plan (SWPPP) will be written and implemented. A SWPPP identifies Best Management Practices (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 With Mitigation Incorporated. As discussed above, the Project site is not within an active fault zone. According to the PGI, lateral spreading is not anticipated on site; however, the Project site is susceptible to geologic instability resulting from liquefaction, hydroconsolidation (soil settlement upon being wetted), and slope instability. In order to mitigate potential impacts of geologic instability on site, the Proposed Project would implement MM-GEO-1. With implementation of these mitigation 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 Saugus Formation bedrock. Minor thin artificial fill may be present; however, it was not encountered during Geolabs' subsurface exploration and is not present in significant quantity. Alluvium consists of predominantly fine- to coarse-grained silty sand with infrequent lenses and strata of gravelly sand, clayey sand, silt, and clay. The Saugus Formation bedrock lithology includes fine- to coarse-grained sandstone, gravelly sandstone, and minor conglomeratic sandstone. Further, expansion index tests were performed in the laboratory by Geolabs using undisturbed and bulk samples of soil, and no potential for expansion was identified (Appendix F). 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. No impact would occur.

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

Less Than Significant Impact with Mitigation. A paleontological record search was conducted by the Natural History Museum of Los Angeles County on October 1, 2021. The search produced no known fossil localities that lie within the Proposed Project site, but localities have been documented nearby within the same sedimentary deposits as found within the Project site (Appendix G).

Due to the sensitivity of the Project site and the surrounding area to produce paleontological resources during ground-disturbing activities, mitigation measures that are in line with standards set by the City of Moorpark will be implemented to reduce potential impacts associated with ground disturbance. In addition, following the County of Ventura's goals pertaining to paleontological resources outlined in Sections 1.8.1 & 1.8.2 of the Resources element of the County of Ventura General Plan, these mitigation measures will be implemented to ensure that the Guidelines of the Society of Vertebrate Paleontology (SVP) and the Guidelines of the State Office of Historic Preservation are fulfilled and will be performed in consultation with professional archaeologists and paleontologists. The following mitigation measures will reduce potential impacts to paleontological resources to a less than significant level.

MM PALEO-1: Prior to issuance of a Zoning Clearance for a grading permit, the applicant shall be required to obtain the services of a qualified project paleontologist to remain on-call for the duration of the proposed ground disturbing construction activity. The paleontologist selected must be approved in writing by the Community Development Director. Upon approval or request by the Community Development Director, a paleontological mitigation plan (PMP) outlining procedures for paleontological data recovery shall be prepared for the Proposed Project and submitted to the Community Development Director for review and approval. The development and implementation of the PMP shall include consultations with the Applicant's engineering geologist as well as a requirement that the curation of all specimens recovered under any scenario shall be through the Los Angeles County Museum of Natural History (LACMNH). All specimens become the property of the City of Moorpark unless the City chooses otherwise. If the City accepts ownership, the curation location may be revised. The PMP shall include developing a multilevel ranking system, or Potential Fossil Yield Classification (PFYC), as a tool to demonstrate the potential yield of fossils within a given stratigraphic unit. The PMP shall outline the monitoring and salvage protocols to address paleontological resources encountered during ground disturbing activities. As well as the appropriate recording, collection, and processing protocols to appropriately address any resources discovered. The cost of data recovery is limited to the discovery of a reasonable sample of available material. The interpretation of reasonableness rests with the Community Development Director.

MM PALEO-2: At the completion of all ground-disturbing activities, the project paleontologist shall prepare a final paleontological mitigation report summarizing all monitoring efforts and observations, as performed in line with the PMP, and all paleontological resources encountered, if any. As well as providing follow-up reports of any specific discovery, if necessary.

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?	☐	☐	☒	☐

4.8.1 Environmental Setting

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs) that contribute to the "greenhouse effect," a natural occurrence that takes place in Earth's atmosphere to help regulate the temperature of the planet. The majority of radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back toward the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. However, anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat. Emissions resulting from human activities thereby contribute to an average increase in Earth's temperature.

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

Significant legislative and regulatory activities directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing greenhouse gas emissions in California and requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. In addition to AB 32, Executive Order B-30-15 was issued on April 29, 2015, that aims to reduce California's GHG emissions 40 percent below 1990 levels by 2030. In September 2016, AB 197 and Senate Bill (SB) 32 codified into statute the GHG emission reduction targets provided in Executive Order B-20-15.

CARB is the State agency charged with monitoring and regulating sources of emissions of GHGs in California that contribute to global warming in order to reduce emissions of GHGs. The CARB Governing Board approved the 1990 GHG emissions level of 427 million metric tons of CO_2 equivalent ($MtCO_2e$) on December 6, 2007. Therefore, in 2020, annual emissions in California are required to be at or below 427 $MtCO_2e$. The CARB Board approved the Climate Change Scoping Plan (Scoping Plan) in December 2008, the First Update to the Scoping Plan in May 2014, and California's 2017 Climate Change Scoping

Plan in November 2017. The Scoping Plans define a range of programs and activities that will be implemented primarily by State agencies but also include actions by local government agencies. Primary strategies addressed in the Scoping Plans include new industrial and emission control technologies; alternative energy generation technologies; advanced energy conservation in lighting, heating, cooling, and ventilation; reduced-carbon fuels; hybrid and electric vehicles; and other methods of improving vehicle mileage. Local government will have a part in implementing some of these strategies. The Scoping Plans also call for reductions in vehicle-associated GHG emissions through smart growth that will result in reductions in vehicle miles traveled (CARB 2010, 2016, 2017, 2018).

The VCAPCD has not yet adopted any GHG thresholds. However, at its September 13, 2011, Board meeting, the Ventura County Air Pollution Control Board (VCAPCB) requested that VCAPCD staff report back on possible GHG significance thresholds for evaluating GHG impacts of land use projects in Ventura County under CEQA. As such, the VCAPCD staff prepared the Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County, November 8, 2011. The report presented a number of options for setting GHG significance thresholds and analyzed some of the adopted thresholds as well as others that were currently under consideration by other air districts in California. The report concluded that establishing local CEQA significance thresholds for global-scale environmental concerns is a major challenge, and each of the numerous approaches and options that have been put forth to assess GHG emissions from land use development projects for CEQA purposes has their own set of advantages and disadvantages. While the report did not establish a specific approach that would be used by the VCAPCD to analyze GHG impacts under CEQA, it indicated that because Ventura County is adjacent to the SCAQMD's jurisdiction and is a part of the SCAG region, it would be most desirable for the VCAPCD to set local GHG emission thresholds of significance for land use development projects at levels consistent with those set by the SCAQMD. Therefore, based on the report's recommendations, the VCAPCD would continue to evaluate and develop suitable interim GHG threshold options for Ventura County with preference for GHG threshold consistency with the SCAQMD and the SCAG region.

In order to identify significance criteria under CEQA for development projects, SCAQMD initiated a Working Group, which provided detailed methodology for evaluating significance under CEQA. At the September 28, 2010, Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 $MtCO_2e$ for all land use projects.

4.8.2 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 above 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 H). The CalEEMod model calculated GHG emissions generated from both construction and operation of the Proposed Project. Per the analysis methodology presented in the 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	0.73	<0.00	<0.00	0.75
Energy Uses	104.79	0.01	<0.00	105.36
Mobile Sources	238.99	0.02	0.01	243.05
Solid Waste	11.39	0.67	<0.00	28.21
Water and Wastewater	13.73	0.11	<0.00	17.31
Construction[1]	13.10	<0.00	<0.00	13.22
Total GHG Emissions	**382.74**	**0.81**	**0.02**	**407.90**
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 407.90 $MtCO_2e$ 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 2019 Title 24 Part 6 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 California Green Building Code. For these reasons, a less than significant generation of greenhouse gas emissions would occur from construction and operation of the Proposed 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 Proposed 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. SCAG has incorporated a sustainable community strategy into its 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) plan, which is designed to help the region achieve it SB 375 GHG emissions reduction targets. The SCAG's 2016-2040 RTP/SCS demonstrates that the SCAG region would achieve its regional emissions reduction targets for the 2020 and 2035 target years. The Proposed Project would not alter the basic population projections used in the plan and would be consistent with the City of Moorpark General Plan land use designation for the Project site.

The Proposed Project would be required to comply with existing State regulations for reducing GHG emissions, which include Title 24 Part 6 and Part 11 energy efficiency requirements. As such, since there are no applicable local GHG reduction plans and the proposed project would comply with all regional (SCAG) and State regulations intended to reduce GHG emissions, the Proposed Project would be consistent with the applicable plans and programs designed to reduce GHG emissions. 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?	☐	☐	☒	☐

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 60-unit residential condominium complex. Construction activities include excavation and grading operations, 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 60-unit residential condominium complex. Construction requires excavation and grading, utility work, surface paving operations, and landscaping. 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 60-unit condominium complex, 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 within 0.25 mile of an existing or proposed school: Walnut Canyon School is located at 280 Casey Road, approximately 0.15 mile west of the site. Heavy equipment and vehicles which may be transporting or emitting hazardous materials during Project construction would avoid travel along Casey Road, the dead-end street providing access to Walnut Canyon School. Main construction access to the Project site would be from the southern portion of Walnut Canyon Road, as this route provides access from SR 118. 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?*

Less Than Significant 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 active hazardous material clean-up site is former J&G Cleaners in the Gateway Plaza, located approximately 0.7 miles southeast of the Project site. Nonetheless, the site has been deemed eligible for closure since February 12, 2020 (SWRCB 2021; DTSC 2021). Considering the absence of active hazard cases in the vicinity of the Project site, impacts would be less than significant.

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 11 miles southeast of Santa Paula Airport and 12 miles northeast of Camarillo Airport (Google 2021). The Project site is not within the Airport Influence Area for either of these airports (ALUC 2000). No impact 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 (City 2020a).

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 Police Services Center, approximately 0.5 mile southeast (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 located within a Very High Fire Severity Zone (VHFSZ) within the Local Responsibility Area (LRA; CALFIRE 2010). Nonetheless, the Project site is surrounded by development on all sides, and all construction would comply with the City's Building Code Section 15.08.060 Fire Hazard Zone Requirements and the County's Fire Protection Ordinance. Operations on site would be residential in nature and would not exacerbate the risk of wildland fire. Further, 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 Walnut Canyon Road and Everett Street as well as an emergency fire access point along Wicks Road. These driveways would provide sufficient ingress/egress to and from the Project site to avoid significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.

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?	☐	☐	☒	☐
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

In May 2021, Holmes Enterprises, Inc. (Holmes) prepared a Hydrology Analysis for the Project site (Appendix I). The purpose of the report is to examine the Project site's drainage patterns, stormwater management concerns, and flood hazards. Results from the Hydrology Analysis have been summarized and incorporated below. For more details regarding methods, please refer to Appendix I.

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 residential condominium development, including the parking lot and associated structures. Grading activities therefore could potentially result in erosion and sedimentation on site, which may alter the existing drainage pattern. The southern portion of the Project site slopes from 2 percent to 10 percent in a southerly direction, while the northern portion of the Project site slopes up to 60 percent in a southerly direction with a total elevation difference of 48 feet from north to south. The potential for soil erosion is moderate, with peak stormwater runoff resulting in short-term sheet erosion in areas of exposed soils.

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 Prevent Plan (SWPPP) and associated Best Management Practices (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.

Once developed, the Project will increase the imperviousness on the site from 20 percent to 76.3 percent (Appendix I). Ventura County Guidelines for stormwater management require that the first 3/4 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; and an onsite storm drain system will convey runoff to one of two proposed underground biofiltration systems located on site. The biofilters are designed to outlet via a pipe which will connect the City/County/State storm drain system in Everett Street and Walnut Canyon Road (Appendix I). 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 (District) provides domestic water to Moorpark and will be the water purveyor to the Project site. Approximately 20 percent of the District's supply comes from local groundwater production. Groundwater is pumped from the East Las Posas Subbasin via the four active wells owned and operated by the District. The East Las Posas Subbasin is managed and protected by Fox Canyon Groundwater Management Agency (FCGMA).

During the 2020 Fiscal Year, the District 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 41 AF per year (AFY) for residential operations. The average number of persons per household in Moorpark from 2015 to 2019 was 3.14 (Census 2021). Thus, for 60 units, the number of persons anticipated to be living at the Project site during operations would be 189 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 189 predicted residents, this results in

36,666 gallons per day, or approximately 41 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 1.9 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 the Districts' 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.

According to the Hydrology Analysis (Appendix I), groundwater was not encountered to the depths explored by Geolabs (51.5 feet belowground in the alluvium and 70 feet belowground in the Saugus Formation). As discussed in Section 4.7, Geology and Soils, although the Project proposes grading activities, grading would not require excavation of 51.5 feet or more of soil. Therefore, it is highly unlikely that groundwater would be encountered over the course of construction. 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;*
   ii) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding 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 or polluted runoff; or*

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. As previously mentioned, the northern portion of the Project site slopes up to 60 percent southerly, with a total elevation difference of 48 feet from north to south. The potential for soil erosion is moderate, with peak stormwater runoff resulting in short-term sheet erosion in areas of exposed soils.

Compliance with the Construction General Permit would require the development and implementation of a SWPPP and associated BMPs, reducing erosion and sedimentation during construction. However, implementation of the Project will increase the imperviousness on site from 20 percent to 76.3 percent (Appendix I). Landscaping of the Project site would help reduce offsite flows and reduce runoff volumes and rates. Furthermore, catch basins will be installed throughout the site; and a storm drain system will convey runoff to one of two proposed biofiltration systems. The biofilters are designed to outlet via a pipe which will connect the City/County/State storm drain system in Everett Street and Walnut Canyon Road (Appendix I). 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. 06111C0817E, the Project site is within a flood Zone AO. Zone AO signifies areas subject to inundation by one-percent-annual-chance shallow flooding (usually sheet flow on sloping terrain) where average depths are between 1 and 3 feet. However, in a Letter of Map Revision (LOMR) dated November 9, 2011, the City requested to change the flood designation for an area encompassing the Project site from AO to X; thus, removing the site from a 100-year floodplain (Appendix I). Zone X signifies areas of minimal flood hazard, which are the areas outside the Special Flood Hazard Area and higher than the elevation of the 0.2-percent-annual-chance flood. A study completed to support the November LOMR concluded that the peak discharges associated with the Walnut Canyon Drainage are contained within the Walnut Canyon Channel with no left or right overbank flows. As a result, the floodplain mapping to the east of Walnut Canyon Road was removed (Appendix I). Thus, the Project site is not located within the 100-year or 500-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 or 500-year floodplains due to a LOMR requested by the City in 2011 and approved by FEMA in 2012 (Appendix I). The Project is also over 20 miles east of the Pacific Ocean and is not in the vicinity of any waterbodies that have potential to produce a seiche (Google 2021). 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. Impacts 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 is thus 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 requires a General Plan Approval (GPA) from the City to change the Land Use Designation to Very High and update the Downtown Specific Plan to allow higher RPD of up to 30 DUAC, 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 189 predicted residents would require approximately 41 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 1.9 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 NOISE

11.	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?	☐	☐	☐	☒

4.11.1 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 the 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 within a developed area and is surrounded by residential, commercial, and public facility uses. The existing immediate sources of ambient noise come from Moorpark Avenue/Walnut Canyon Road, vehicles and other outdoor noises at residences or commercial areas. The Project would not introduce a new noise source that would result in a permanent increase in ambient noise levels because the proposed residential development is consistent with the surrounding development in the Project area.

Section 17.53.070.F of the Moorpark 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.

Construction of the Project would result in a temporary increase of construction noises. 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 Moorpark Municipal Code. Following Project implementation, the Project site would be occupied by residents and would conform to existing City municipal code standards. Therefore, 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 Moorpark 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. Since the Project site is in close proximity to residential uses, the Project would be required to conform to the Moorpark Municipal Code during construction.

The nearest sensitive receptors are single-family homes adjacent to the west and east sides of the Project site. The construction of the Proposed Project would not require the use of equipment such as pile drivers or vibratory rollers, which are known to generate substantial construction vibration levels. As the Proposed Project consists of residential uses, the Project does not include any significant sources of operational vibration. Less than significant impacts are anticipated.

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 Project site is located approximately 11 miles southeast of Santa Paula Airport and 12 miles northeast of Camarillo Airport (Google 2021). The Project site is not within the Airport Influence Area for either of these airports (ALUC 2000). No impact would occur.

4.12 LAND USE AND PLANNING

12.	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?	☐	☐	☒	☐

4.12.1 Impact Analysis

a) Would the project physically divide an established community?

No Impact. The Project proposes construction of a 60-unit residential condominium complex on currently vacant land surrounded by residential and commercial development as well as public facilities. 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. During operations, the Project would maintain an interconnected and pedestrian-friendly environment between the Project site and adjacent areas. Thus, construction and operational Project activities would not physically divide the established surrounding community; and 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 site is located within the City's Downtown Specific Plan (DTSP) area. The vision of the DTSP is to revitalize downtown and implement design standards, guidelines, and a strategy for business attraction and development of the City-owned parcels in downtown. The Project would further the DTSP vision by incorporating housing walkable to both the downtown area and town center.

However, the Project site is zoned RPD and designated by the General Plan as H (City 2020b, 2021). The RPD zone allows for up to 14 DUAC, and the H land use designation limits development to a maximum of 7 DUAC. The Project proposes 60 dwelling units within a 2.44-acre site, or approximately 25 DUAC. Thus, the Proposed Project would include a General Plan Amendment to change the land use designation to Very High and an update to the DTSP to allow up to 30 DUAC in the RPD zone. As stated in Section 1.2.4, the City circulated an IS/MND for the Residential Planned Development Permit, General Plan Amendment, Tentative Tract Map, Zone Change, and Development Agreement for the Project site in 2018. The 2018 IS/MND determined that the Project's applications and plans are consistent with the City's General Plan and would not conflict with any other plans if approved (City 2018). Thus, with approval of the General Plan Amendment and DTSP update, 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, LLG implemented the Intersection Capacity Utilization (ICU) method to determine volume-to-capacity ratios and corresponding Levels of Service (LOS) at eight 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, seven of the eight study intersections are presently operating at LOS C or better during the morning (AM) and evening (PM) peak hours. Moorpark Avenue/Poindexter Avenue – 1st Street is presently operating at LOS D or worse during 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 TIS, Project-related traffic is not expected to exceed the traffic operations criteria at any of the eight study intersections. It is noted that the Walnut Canyon Road – Moorpark Avenue/Casey Road intersection degrades from LOS B to LOS C in the AM peak hour with the addition of Project-related traffic. However, since this intersection does not degrade to LOS D or worse, Project-related traffic is not expected to exceed the traffic operations criteria at this intersection. In addition, it is noted that while the Moorpark Avenue/Poindexter Avenue – 1st Street intersection remains at LOS D and LOS E in the AM and PM peak hours, respectively. 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	Walnut Canyon Road-Moorpark Avenue/Casey Road	AM	B	C	No
		PM	A	A	No
2	Moorpark Avenue/Everett Street	AM	A	A	No
		PM	A	A	No
3	Moorpark Avenue/Charles Street	AM	A	A	No
		PM	A	A	No
4	Moorpark Avenue/High Street	AM	B	B	No
		PM	B	B	No
5	Moorpark Avenue/Poindexter Avenue – 1st Street	AM	D	D	No
		PM	E	E	No
6	Walnut Street/High Street	AM	A	A	No
		PM	A	A	No
7	Spring Road/Charles Street	AM	A	A	No
		PM	A	A	No
8	Spring Road/High Street – Princeton Avenue	AM	C	C	No
		PM	C	C	No

Source: Appendix J

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.

4.13 MINERAL RESOURCES

13.	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?	☐	☐	☐	☒

4.13.1 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. Areas to the west and northwest of the City have 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). Nonetheless, these areas are outside the City limits and therefore do not encompass the Project site. Three active open-pit sand and gravel mines are located in the northern portion of the City, but all mines are over 15 miles north of the Project site (DOC 2021d). In addition, the Proposed Project consists of residential development and would not involve the extraction of resources. Therefore, no impacts to mineral resources would occur.

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). Additionally, the closest active mines are located over 15 miles north of the Project site (DOC 2021d), and no mining or resource recovery activities are proposed. Therefore, no impacts to mineral resources 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. The Project proposes construction of a 60-unit residential condominium complex on currently vacant land. As part of the Project, a General Plan Amendment is required to change the site's land use designation to Very High; and an update to the DTSP is required to allow up to 30 DUAC in the RPD zone. Nonetheless, as stated in Section 1.2.4, the City circulated an IS/MND for the Residential Planned Development Permit, General Plan Amendment, Tentative Tract Map, Zone Change, and Development Agreement for the Project site in 2018. The 2018 IS/MND determined that the Project will have only the beneficial impact of helping 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 vacant and does not contain any housing units; thus, no existing housing units or people would be removed or displaced as a result of the Project. Additionally, the Project proposes construction of a 60-unit residential condominium complex which would provide new housing opportunities for local residents. 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) 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. Ventura County Fire Station 42 is approximately 0.25 mile southeast of the Project site or approximately a 1-minute drive (Google 2021). 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 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 currently 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 fire flows 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.

b) 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 Ventura County Sheriff's Department is approximately 0.5 mile southeast of the Project site, or approximately a three-minute drive (Google 2021). 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.

c) 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 site is within one-mile of Flory Academy of Sciences and Technology, ACCESS School, Walnut Canyon School, and Chaparral Middle School (Google 2021). 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.

d) 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. Thus, the Project is not expected to increase the demand for parks or require new facilities. Impacts to parks would be less than significant.

e) 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 would not induce growth requiring the extension of existing or creation of other public facilities. Further, 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 60-unit residential condominium complex; 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 playground area and pool and spa area for residents. The City of Moorpark offer 19 mini-, neighborhood, and community parks designed to meet the varied needs of residents. Central and downtown Moorpark, including the Project site, are well situated near parks. Open space and recreation areas within the City occupy 2,240 acres and account for 28% 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 2020d). 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 an outdoor playground, swimming pool and spa, and an outdoor barbeque grill are proposed as Project amenities. However, these facilities will be contained entirely on site and will be for residence use only. 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.

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?	☐	☐	☒	☐

A Traffic Impact Study (TIS) was prepared for the Project by Linscott Law & Greenspan (LLG) on May 21, 2021 (Appendix J). The TIS also includes a Vehicle Miles Traveled (VMT) memorandum prepared by Iteris, Inc. on April 27, 2021, which is Appendix A of the TIS.

The TIS 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% reduction target. Thus, the TIS 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 OPR. Iteris 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 J).

Based on the VCTM, the Project site is located within Traffic Analysis Zone (TAZ) 60129101. The TAZ-level daily VMT per capita for the Project was determined to be 19.58 miles per capita. It is noted that the calculation does not consider the VMT-reducing effects associated with the Project's location within a half-mile walking distance of the Moorpark Metrolink Station, which is considered to be a Major Transit Stop as defined by CEQA (PRC, §21064.3). The Citywide average daily VMT per capita was determined to be 20.54 miles (Appendix J).

Thus, the Project's daily VMT per capita is calculated to be less than the Citywide average daily VMT per capita. Additionally, the OPR technical advisory recommends that "lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT." Therefore, although the Project would not result in a 15% reduction in VMT, the proximity to the Moorpark Metrolink Station along with the Project VMT being less than overall City VMT per capita 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 19.58 miles per capita, with the Citywide average daily VMT per capita noted at 20.54. This calculation did not consider the VMT-reducing effects associated with the Project's location within a half-mile walking distance of the Moorpark Metrolink Station, which is considered to be a Major Transit Stop. As noted in the OPR Guidance, "certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less than significant impact on VMT. 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 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 and the City's Public Works Department to ensure that ingress and

egress widths are sufficient and that the proposed circulation system would not interfere with an emergency response access route. Impacts 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 a 60-unit residential community in the center of the City. The Project site was previously developed and is surrounded by other residential uses, as well as a commercial building and City Hall. 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. No tribal cultural resources are expected to be encountered due to heavy ground disturbance previously occurring on site. Impacts would be less than significant.

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 with Mitigation. 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 Native American Heritage Commission (NAHC). As noted above, the NAHC responded that no records of tribal cultural resources were within the Project site. The City did receive two requests for consultation from the Gabrielino Tongva Tribe and the Fernandeño Tataviam Band of Mission Indians, who asked for the results of the Records Search performed for the Project site. The Fernandeño Tataviam Band of Mission Indians continued to consult with the City through email and virtual meetings, with consultation concluding on April 20, 2022.

Based on the AB 52 consultation efforts, and in order to reduce potential impacts to tribal cultural resources (TCRs) to less than significant, mitigation measures MM TCR-1 and MM TCR-2, below would be implemented for the Proposed Project:

MM TCR-1: Due to the potential that archeological resources may be present on the Project site, the City of Moorpark shall require a note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources, including prehistoric Native American artifacts. Construction personnel associated with earth moving equipment, drilling, grading, and excavating, shall be provided with basic training conducted by a qualified archaeologist, to be retained and compensated by the development team, with the approval of the City of Moorpark. Issues that shall be included in the basic training will be geared toward training the applicable construction crews in the identification of archaeological deposits, further described below. Training will include written notification of the restrictions regarding disturbance and/or removal of any portion of archaeological deposits and the procedures to follow should a resource be identified. The construction contractor, or its designee, shall be responsible for implementation of this measure. A Native American monitor shall be provided an opportunity to attend the pre-construction briefing if requested.

A Native American monitor from a consulting Tribe under AB 52 monitor and a qualified archeologist, to be compensated by the development team, shall be available on an "on-call" basis during ground disturbing construction in native soil to review, identify and evaluate cultural resources that may be inadvertently exposed during construction.

If archaeological remains or tribal cultural resources are uncovered, all construction activities within a 100-foot radius shall be halted immediately until a qualified archaeologist, in consultation with the Native American monitor, shall evaluate whether the resource requires further study. The City shall require that the applicant include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If any previously undiscovered resources are found during construction the City of Moorpark

Community Development Department shall be contacted, and the resource shall be evaluated for significance in terms of CEQA criteria by a qualified archaeologist. Prehistoric archaeological site indicators include but are not limited to: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g., slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items with the possible addition of bone and shell remains, and fire-affected stones. Historic period site indicators generally include but are not limited to: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains such as building foundations and discrete trash deposits (e.g., wells, privy pits, dumps). If City and the qualified archaeologist determine the resource to be significant under CEQA, they shall determine whether preservation in place is feasible. Such preservation in place is the preferred mitigation. Contingency funding and a time allotment sufficient for recovering an archeological sample or to employ an avoidance measure may be required. If such preservation is infeasible, the qualified archaeologist shall prepare and implement a formal Archaeological Monitoring Plan (AMP) which will include a research design and archaeological data recovery plan for the resource. Development and implementation of the AMP will be determined by the City of Moorpark and treatment of any significant cultural resources shall be undertaken with the approval of the project applicant, and the City. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive written report and file it with the appropriate information center (California Historical Resources Information System [CHRIS]), and provide for the permanent curation of the recovered materials. The City of Moorpark and/or development team shall, in good faith, consult with the Fernandeño Tataviam Band of Mission Indians and consulting Tribes on the disposition and treatment of any recovered materials. A Monitoring Closure Report shall be filed with the City of Moorpark at the conclusion of ground disturbing construction if archaeological resources were encountered and/or recovered. After the find has been appropriately mitigated (as defined by State CEQA Guidelines Section 15126.4(b)), work in the area may resume.

MM TCR-2: If human remains or funerary objects are unearthed during any activities associated with the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur within a 100-foot buffer of the find until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC), the Fernandeño Tataviam Band of Mission Indians, and consulting Tribes. The NAHC will then contact the deceased Native American's most likely descendant, who will then serve as consultant on how to proceed with the remains (i.e., avoid, rebury).

With implementation of mitigation measures MM TCR-1 and MM TCR-2, impacts to Tribal Cultural Resources would be less than significant.

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?	☐	☐	☒	☐
(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. The District provides domestic water services to the City and wastewater services via the Moorpark Water Reclamation Facility (MWRF). Electricity is provided to the City by Southern California Edison, and natural gas service is provided by SoCalGas. Telecommunications services in the City are provided by Time Warner Cable and Spectrum. Water and wastewater service for the Project would connect to existing water and sewer lines under Walnut Canyon Road. For electricity and telecommunication services, the Project would connect to existing power poles along Everett Street and Walnut Canyon Road. The Project's natural gas connection would be located along Walnut Canyon Road. No offsite impacts are proposed as part of the Project.

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. The District 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 the District. The East Las Posas Subbasin is managed and protected by 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. The District'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, the District 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 the District's water service area. Further, the District 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 41 AFY for residential operations. The UWMP predicts that by the year 2025, the District 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 0.37 percent, 0.31 percent, and 0.30 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 the Districts' 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). Compliance with the District 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. VCWSD operates and maintains water and wastewater infrastructure for the City. The District's MWRF, located along California SR 118 just west of the City, 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 would generate approximately 30.8 AFY of wastewater or a nominal 0.55 percent of the MWRF's available capacity; thus, the MWRF has sufficient capacity to support the Project; and impacts would be less than significant.

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 60-unit residential condominium complex on currently undeveloped land; therefore, no demolition is required. However, 53 trees in extremely poor health or hazardous condition 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.

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 proposes to construct a 60-unit residential condominium complex on currently undeveloped land. 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. 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 recycling goal of 75 percent for California by 2020. Therefore, the Project would comply with all federal, State, and local management and reduction statutes and regulations related to solid waste. Impacts will 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 located within a Very High Fire Severity Zone (VHFSZ) within the Local Responsibility Area (LRA; CALFIRE 2010). 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's unincorporated areas (County 2015).

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 Walnut Canyon Road and Everett Street, as well as an emergency fire access along Wicks Road. These driveways would provide sufficient ingress/egress for the Project site. 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.

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. The Project site is within the LRA VHFSZ. Furthermore, the Project site is relatively flat with a total elevation difference of 48 feet from north to south, but hills are located near the site to the north of Everett Street (Appendix I). Santa Ana Wind Events also tend to occur in the City during the months of August, September, and October. Due to the presence of nearby gentle slopes and wind direction, which could carry fires within the VHFSZ, the Project site could expose new residents to wildfire impacts. However, building code fire safety requirements, as well as DTSP and General Plan policies, would require the provision of fire suppression and alarm systems and payment of fire protection facility fees, which would aid in preventing the spread of wildfires. Therefore, compliance with these 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 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. No new roads would be constructed, and fuel breaks would not be required. The Project will comply with building code and fire safety requirements, as well as DTSP and General Plan policies. Construction BMPs, such as ensuring equipment has spark arresters installed, would ensure temporary construction does not exacerbate fire risks in the area. This impact 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. Implementation of the Project would introduce new residents to the site, which is within a VHFSZ. 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 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. Additionally, no creeks or drainage systems are within the Project site that may be affected by post-fire flooding or landslides. Furthermore, the gently sloping hillside north of the site has not been identified as a landslide area (City 2001). Therefore, impacts regarding risk of downslope or downstream flooding or landslides 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?)	☐	☐	☒	☐

21.	MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 previous residential uses that are no longer present. As described in Section 4.4, Biological Resources, implementation of mitigation measure MM-BIO-1 would address potential impacts to nesting birds. As noted under Section 4.5, Cultural Resources, and Section 4.18, Tribal Cultural Resources, no known historical, archaeological, or tribal resources on site were impacted due to the previous ground disturbance. However, due to the grading and ground disturbance proposed, implementation of mitigation measures MM CUL-1 and MM CUL-2 would reduce impacts to historical resources, archaeological resources, and unanticipated human remains to a less than significant level by providing a process for evaluating and, as necessary, avoiding impacts to any identified resources during construction. In addition, mitigation measure MM-TCR-1 would ensure that impacts to tribal cultural resources encountered during construction are reduced to less than significant levels. Impacts would be less than significant with the mitigation incorporated for biological, cultural, and tribal 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. Projects that have the potential to occur in the vicinity of the Project site include the Hitch Ranch Development, Essex Apartments, Aldergate Senior Living, Vistas at Moorpark, and the Civic Center/Library projects. As discussed throughout Sections 4.1 through 4.20 above, 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 60-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 407.90 $MtCO_2e$ 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 TIS, 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 eight study intersections. It is noted that the Moorpark Avenue/Everett Street intersection degrades from LOS A to LOS B in the PM peak hour with the addition of Project-related traffic. However, since this intersection does not degrade to LOS D or worse, Project-related traffic is not expected to exceed the traffic operations criteria at this intersection. In addition, it is noted that while the four study intersections noted above remain at LOS D or worse, Project-related traffic is not expected to exceed the traffic operations criteria at these intersections since the LOS does not degrade by one level or greater from future cumulative baseline conditions.

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 with Mitigation. 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, hazards, and traffic that would impact humans in the area. Implementation of mitigation measure MM GEO-1 would reduce impacts to geology and soils to less than significant. 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 with the mitigation incorporated for geological impacts.

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SECTION 5.0 – REFERENCES

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